



UNITED STATES
POSTAL SERVICE

MTAC

Mail Prep & Entry Focus Group

August 28, 2013



MTAC

Mail Prep & Entry Focus Group

Periodicals Track

August 28, 2013

■ Periodicals Track

- Action Items from Last Meeting
- Engineering Technology Update
- Workgroup Updates
- MTEOR Update
- Mail Prep & Entry Steering Committee Update
- Update on Flats Strategy
- Network Rationalization Open Discussion
- Mail Direction File & Labeling Lists Discussion
- Open Discussion

- Action Items from Last Meeting
 - Update on APPS Singulation Enhancement Pilot
 - Field trip to Dulles – Flats Feeder Test
 - Re-issue policy to CFS site on obliterating barcodes
 - Evaluate data on bundles being manually sorted
 - Evaluate what level of data can be provided on AFSM/FSS barcode quality and readability

Flat Imb Read Rate

Analysis of IMb scans

- Conducted read rate analysis from 5 different facilities
 - Mail piece images were collected from AFSM100 and FSS machines
 - Samples of collected images were inspected (truthed) for the presence of IM barcode
 - Based on an approximate sample size of 7,500 pieces for each machine type
 - The truthed images were matched against machine logs to validate scan results
- IMb read rate results:
 - **AFSM100:** 98.77%
 - **FSS:** 98.98%

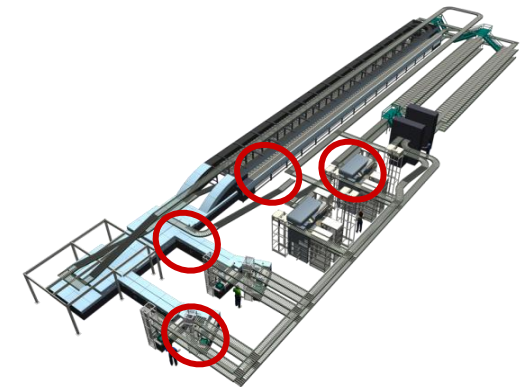
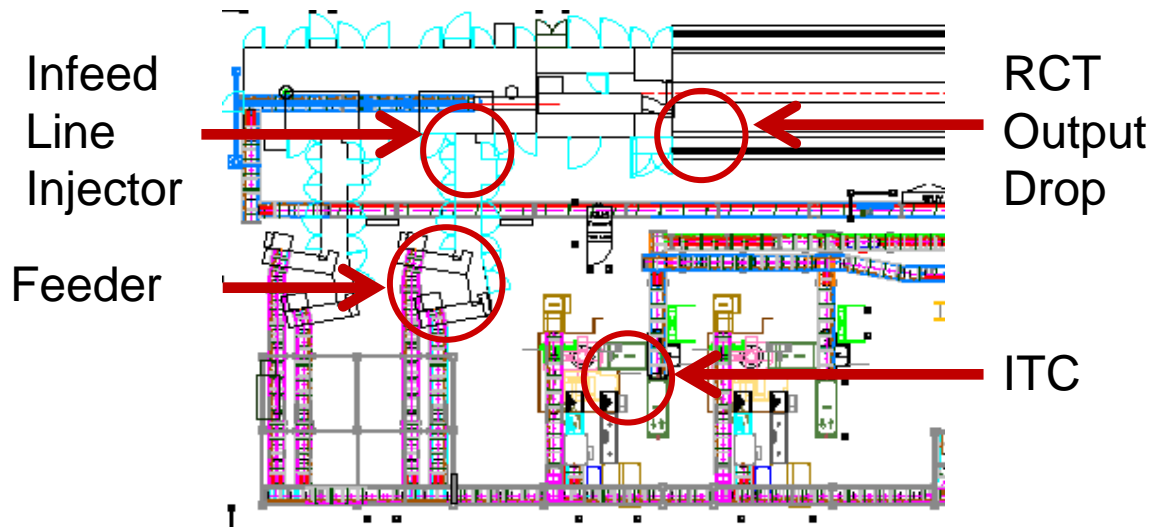
IMb Read Rate by Machine Type



Engineering Technology Update

Committed to improving FSS handling of flat mail

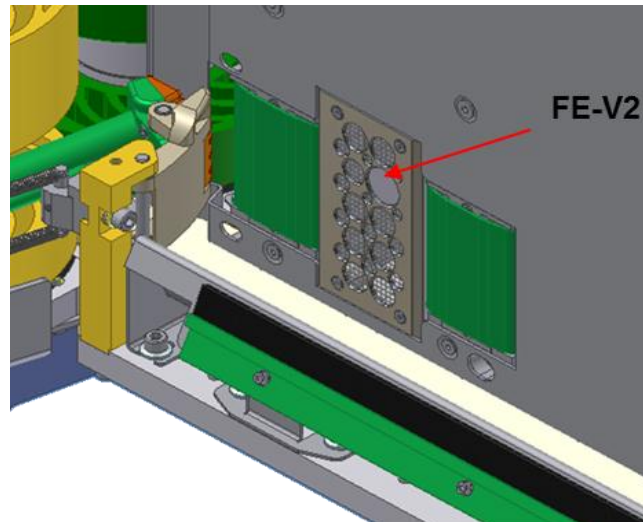
- Mail characteristics trend towards lighter and thinner mailings
- Extensive studies on mail damage resulted in 4 areas of focus
 - Feeders (4 per system)
 - Infeed Line Injectors (2 per system)
 - RCT Output Drops (360 per system)
 - ITCs (2 per system)
- Next slides show mail handling improvements



- **Feeder Testing complete - Final/Best Configuration (Test G & L)**
 - Improvements: No Constant Vacuum, new vacuum plate, improved AI Software, V2 Sensor moved ~ 1 in and adjust to 6 mm sensing range for better stack management
 - **Average Damage 2 reduction >33% (baseline of 0.48%)**
 - **Average Damage 3 reduction >66% (baseline of 0.036%)**
 - Test L = Test G. Test G was done on IL2 and Test L was done in IL1

Test	Baseline					Modified					% Change	
	Pieces	D2	D3	D2 %	D3 %	Pieces	D2	D3	D2 %	D3 %	D2 %	D3 %
G (Same as Config E with F3&F4 V2 is adjusted 6mm from pick plate)	12279	30	2	0.24%	0.02%	11763	25	1	0.21%	0.01%	-13.02%	-47.81%
H (Same as G - V2 is adjusted 9mm from pick plate)	4728	12	3	0.25%	0.06%	3960	30	0	0.76%	0.00%	198.43%	-100.00%
I (Same as G - except V2 is adjusted 11mm from pick plate)	4758	5	0	0.11%	0.00%	4698	2	0	0.04%	0.00%	-59.49%	0.00%
J (Same as I with stack correction camera active)	2042	8	0	0.39%	0.00%	1901	5	0	0.26%	0.00%	-32.89%	0.00%
K (Same as J with V2 back to 6mm)	7274	8	0	0.11%	0.00%	7362	7	1	0.10%	0.01%	-13.56%	0.00%
L (mod moved to IL1)	10101	78	6	0.77%	0.06%	10973	33	1	0.30%	0.01%	-61.06%	-84.66%
M (RJ Camera IL1)	1541	10	1	0.65%	0.06%	1291	2	0	0.15%	0.00%	-76.14%	-100.00%

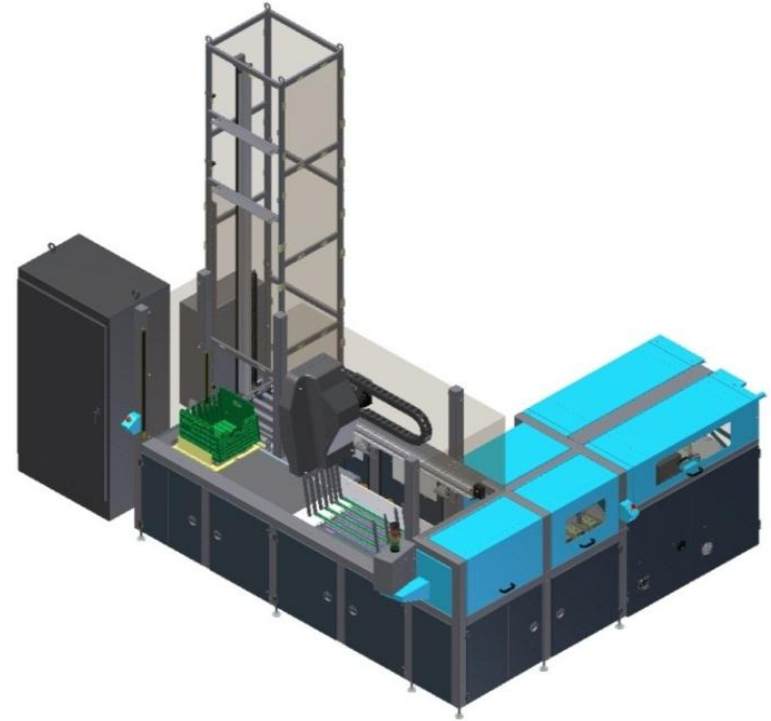
- **Feeder Improvement Background**
 - Constant Vacuum
 - Removing constant vacuum (require new plate) enables feeder to stand mail up at destacker plate which minimizes damage
 - AI Software
 - Faster AI reaction time
 - AI Paddle synches up mail more effectively
 - Allows Auto Paddle to move closer to destacker plate
 - V2 Sensor
 - Adjust positioning and sensing range of the V2 sensor for better stack management



- **Continued to implement design improvements**
 - Deployed 12 hardware Modification Kits
 - 20 more hardware Mod Kits planned
- **FSS SW v3.1 - deploy Fall 2013 (Sept/Oct)**
 - SW changes at feeder to better control stack quality and have gentler pick off of Low “Run Stiffness” Mail
 - SW changes at Infeed Line for better injection into Carousel of Low “Run Stiffness” Mail to minimize flipped mail
- **New Separation Belts planned for Fall 2013 (Oct/Nov)**
- **Mail Stack Quality at Feeders planned for Fall 2013 (Oct/Nov)**
 - Adding 3 HW modifications at feeder to better control stack quality and have gentler pick off of Low “Run Stiffness” Mail
- **Infeed Line Injector planned for Fall 2013 (Oct/Nov)**
 - Adding 2 HW mods at Infeed Line for better injection into Carousel of Low “Run Stiffness” Mail to minimize flipped mail

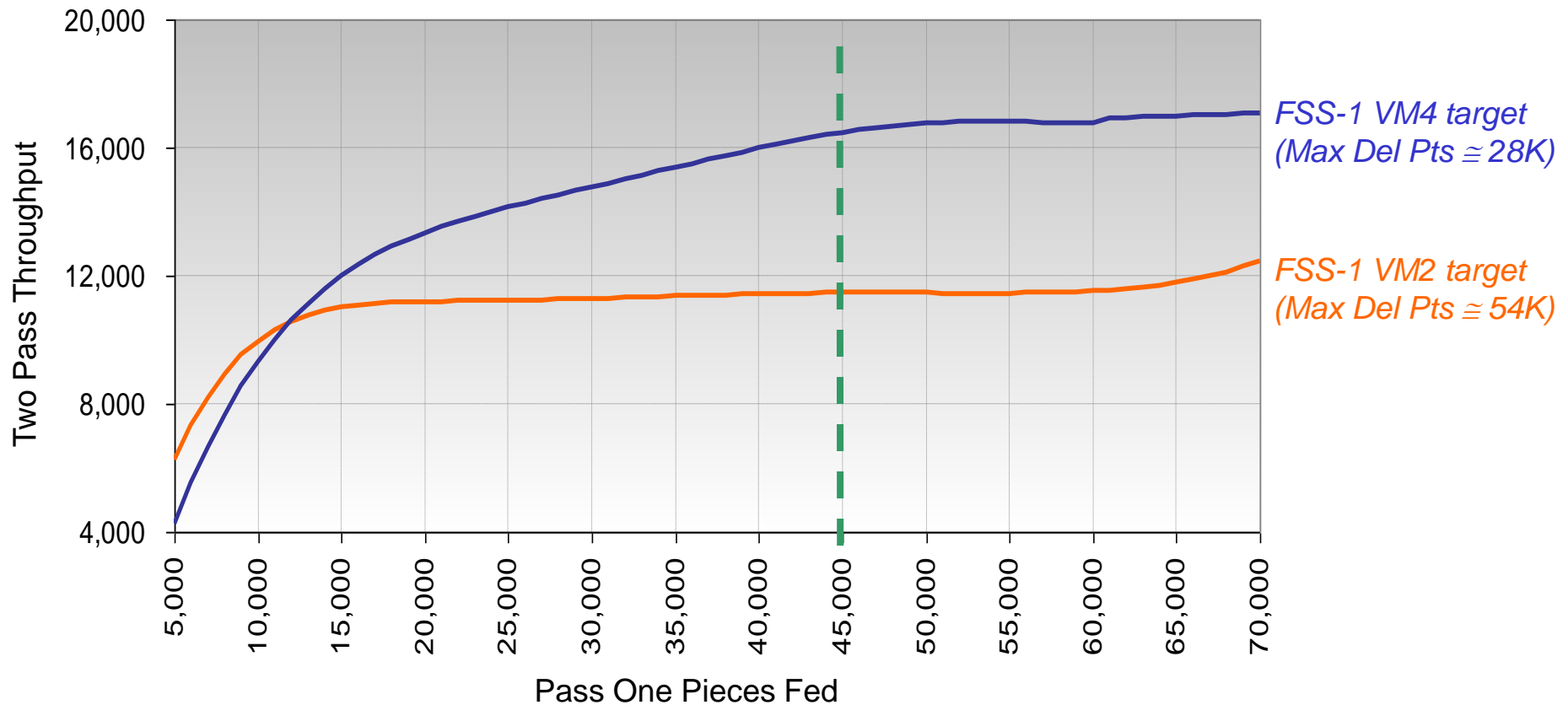
Key Features

- ***Increase Flats Sequencing System (FSS) efficiency in the virtual machine 2 (VM2) mode***
- Achieve a throughput of 6 pieces per second (double that of the current FSS feeder), reducing the number of FSS feeders from four to two
 - Allows VM2 mode, with increased delivery points per sort plan, to maintain the same throughput as the VM4 mode
- Reduce the number of double feeds, decrease mail damage, and minimize manual intervention while feeding mail



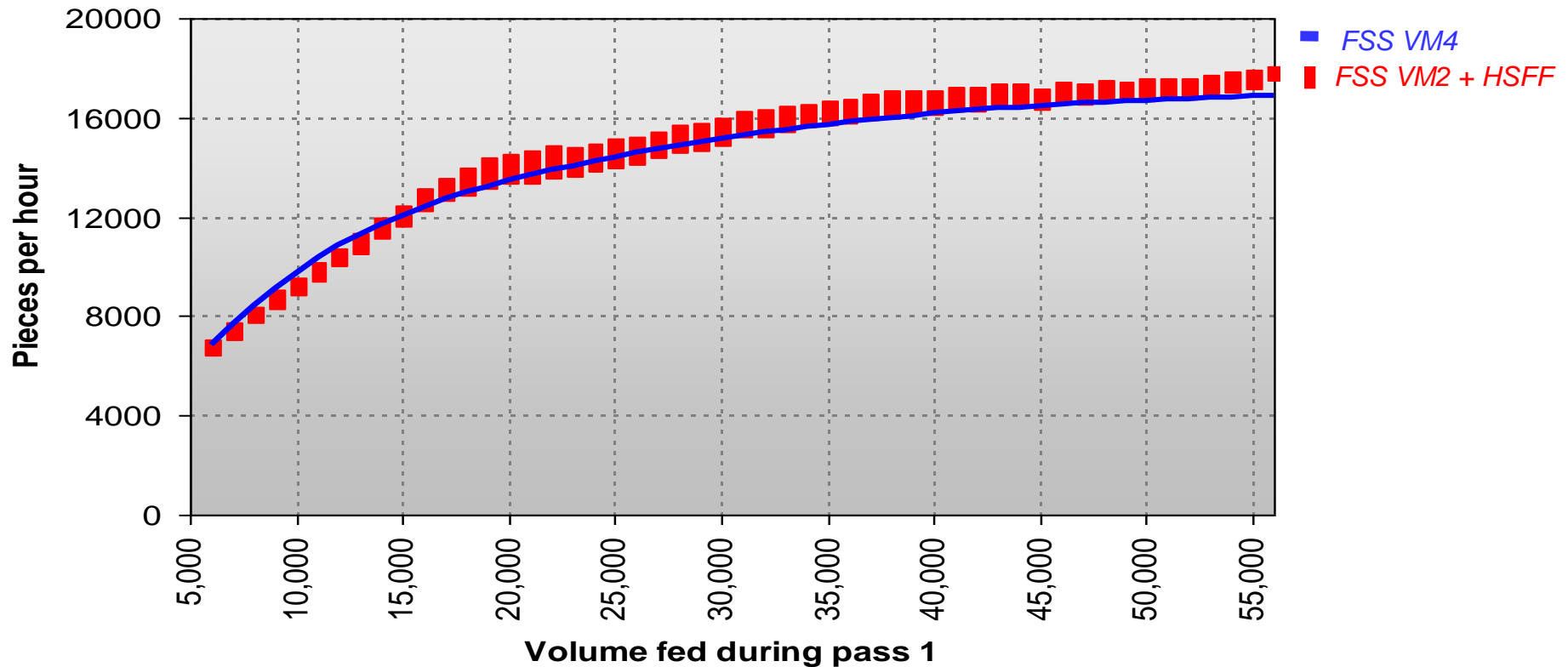
Operational Benefits to FSS

FSS Phase 1 With Four Feeders: Throughput Expectations



Operational Benefits to FSS

FSS + HSFF: Throughput Expectations



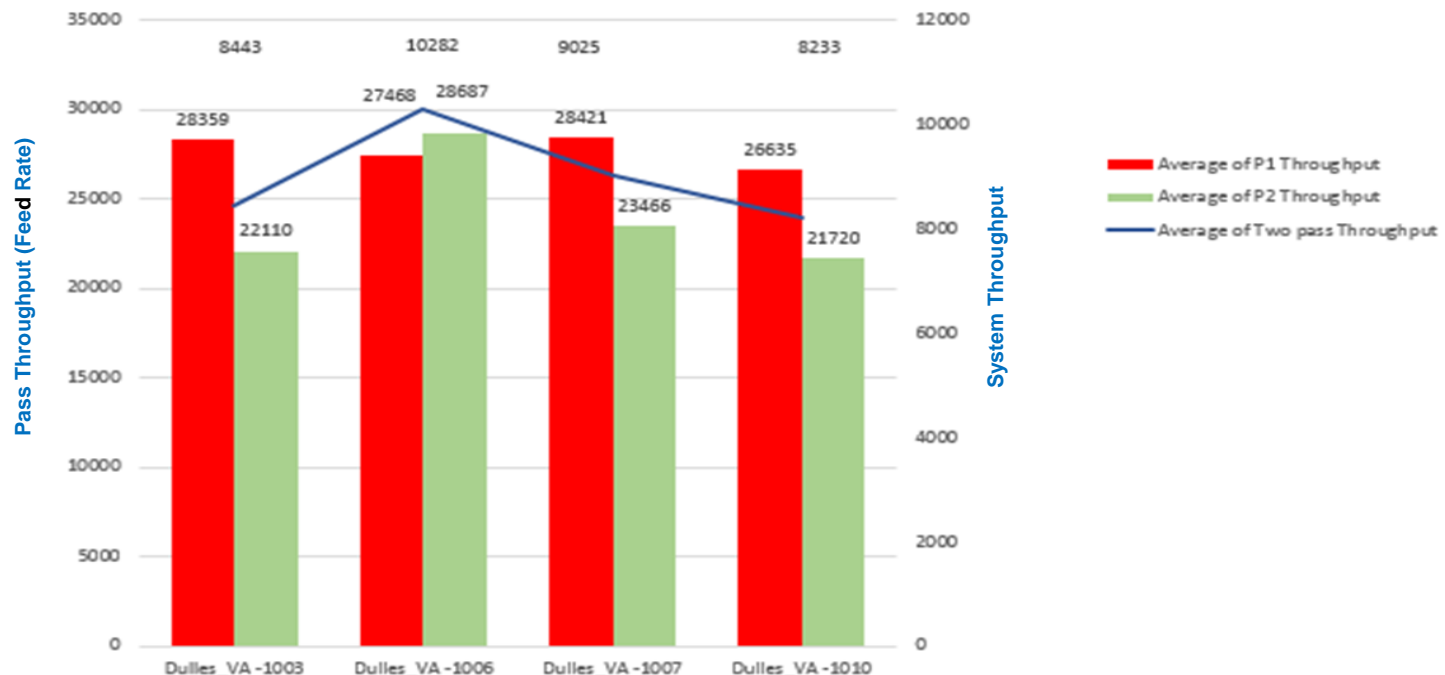
With 95% confidence, FSS machines equipped with HSFFs and running in VM2 mode will perform at the same 2-pass throughput rate as VM4

R&D Evaluation Plan

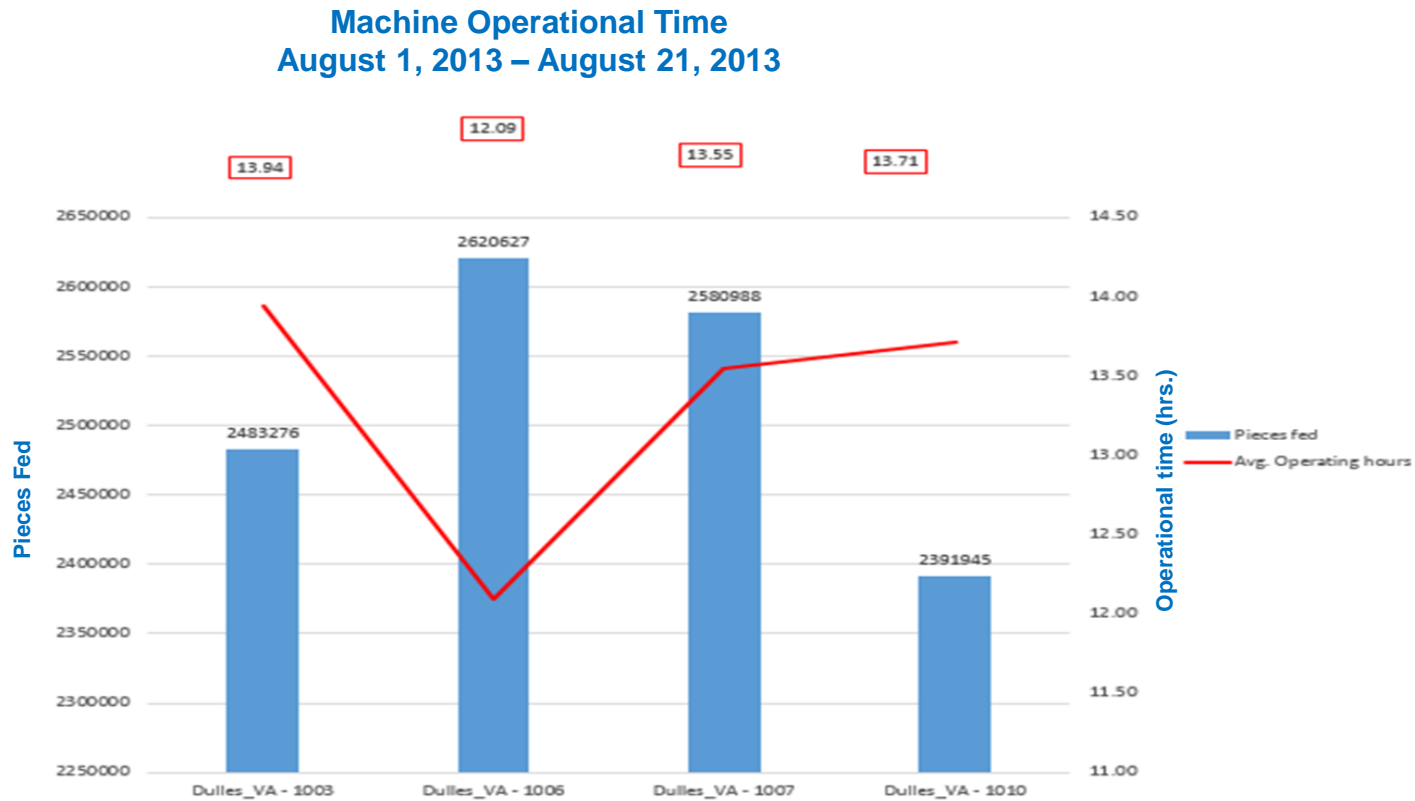
- Install HSFF (Completed) Jun 14
- “Live” mail evaluation (started) Jun 15
- Check Point 1 Sep 16
- Continue “Live” mail evaluation
 - Through Fall mailing season
- Check Point 2 Dec 9
- End “Live” mail Evaluation Jan 2014

Dulles FSS Machine Comparison All Runs

Average Throughput – All Runs
(August 1, 2013 – August 21, 2013)



Dulles FSS Machine Comparison All Runs



Future Benefits | Production

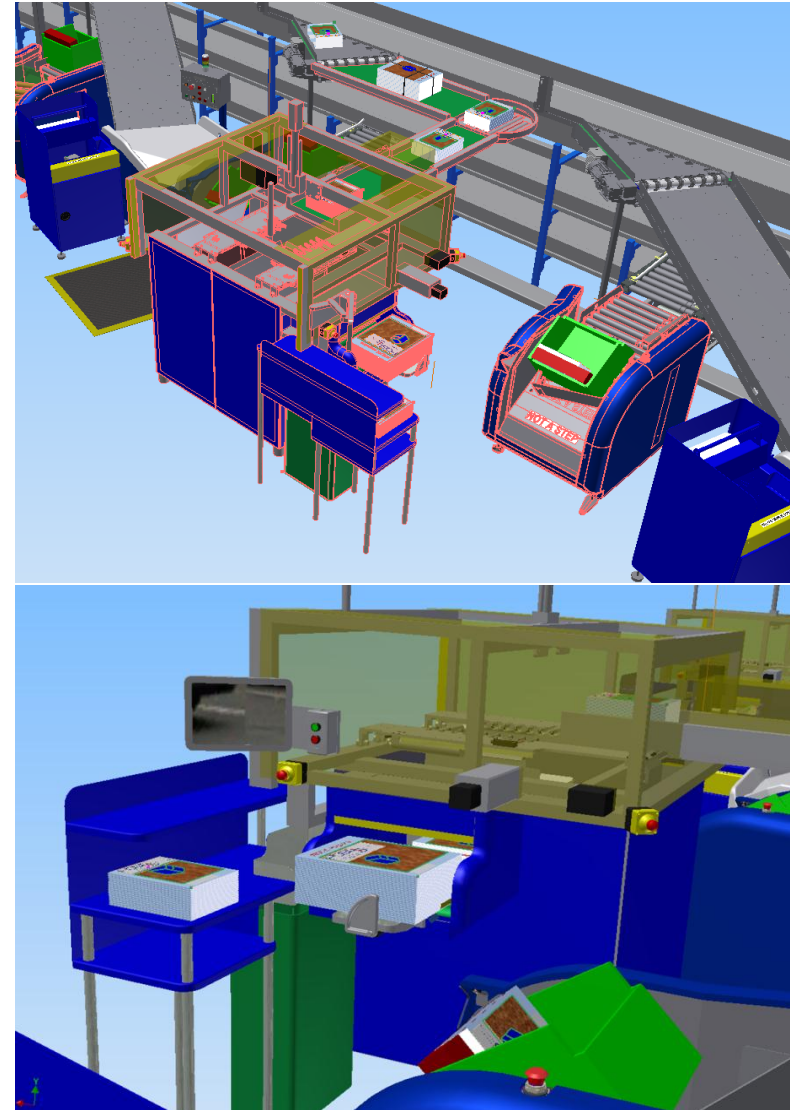
- Increased Mail Volume Processed Per day
 - FSS machines with HSFF | no additional changes
 - Process current mail with less sort plans, in less hours
 - FSS machines with HSFF | with changes
 - Re-pack / Add sort plans
 - Service more Zip Codes | Delivery Points
- Decreased mail damage
- Reduced double feeds | Improved Accept Rate

Forward Plan

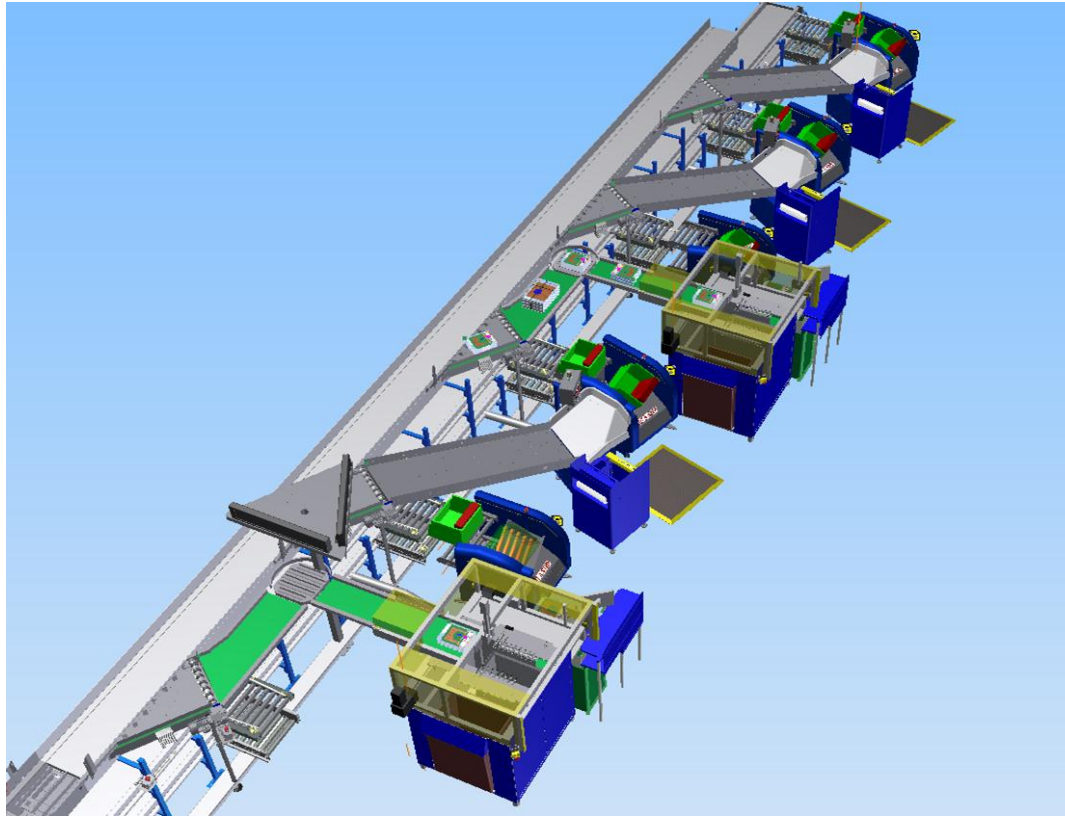
- **Pre-Production system evaluation**
 - Complete Technical Data Package Sep 2013
 - Complete field validation Jan 2014
 - Dulles P&DC
- **RFP** Spring 2014
- **Contract Award** Summer 2014
- **Deployment** Spring 2015

Flats Preparation Operations

- Evaluating feasibility of flats prep technology to reduce cost and increase productivity
 - Operator Assist technology – cutting of straps and removal of poly material from flat bundles
 - Automate loading of flat mail into ACT trays



Flats Preparation Operations – SAMP Interface



- **Current status**

- Design & drawings - completed
- Parts - ordered & received
- Mockup of the APPS Singulator – built
- Fabrication completed – May
- Assembled onto mockup & adjusted preliminary design – June
- Assembled onto Production APPS machine in Washington NDC – July
- Tested at Washington NDC – July
- Ordering parts and starting fabrication of pre-production unit - August

- **Next steps**

- Adjust Final Design - August
- Generate install manual and Finalize - August
- Complete build of pre-production Unit - early September
- Start building production quantities – September
- Start shipping/installing – Fall mailing season

Workgroup Updates

- WG 156 – Utilizing the Mail Optimization Matrix (MOP)
- WG 157 – Load Leveling
- WG 159 – HUBs
- UG 7 – MTEOR

- Utilizing the MOP to identify and organize improvement opportunities
- Current Status
 - Workgroup meetings complete
 - MOP and supporting documents developed
 - Created prioritized list of opportunities
- Final Step
 - Complete templates for submission of top opportunities to Mail Prep and Entry Steering Committee

MTAC Load Leveling Workgroup 157

- MTAC Workgroup 157 consists of:
 - First Class, Standard and Periodical Mailers
 - Mail Providers, Mail Owners
 - Software vendors
- Charter
 - Review the current processes and procedures for the load leveling of volumes across days of the week.
 - Strategize on future initiatives that would meet the objective of load leveling volumes across days of week.
 - Analyze future possible initiatives in a cost/benefit format to provide viable recommendations to the Postal Service.

- Develop strategies that will facilitate the load leveling of volume across days of the week.
- Model the impact of each strategy on the mail owners, software vendors, logistics and transportation providers, USPS operations and mail entry.
- Evaluate strategies for potential adoption and implementation.
- Recommend and/or establish guidelines for the consistent and predictable collection and dissemination of information, including updates for stakeholders.
- Gain a clearer understanding of stakeholders' expectations
- Identify/define potential technical or process changes that are needed by the mailing industry to accommodate the potential impact of load leveling.

SCF Standard Drops - Current

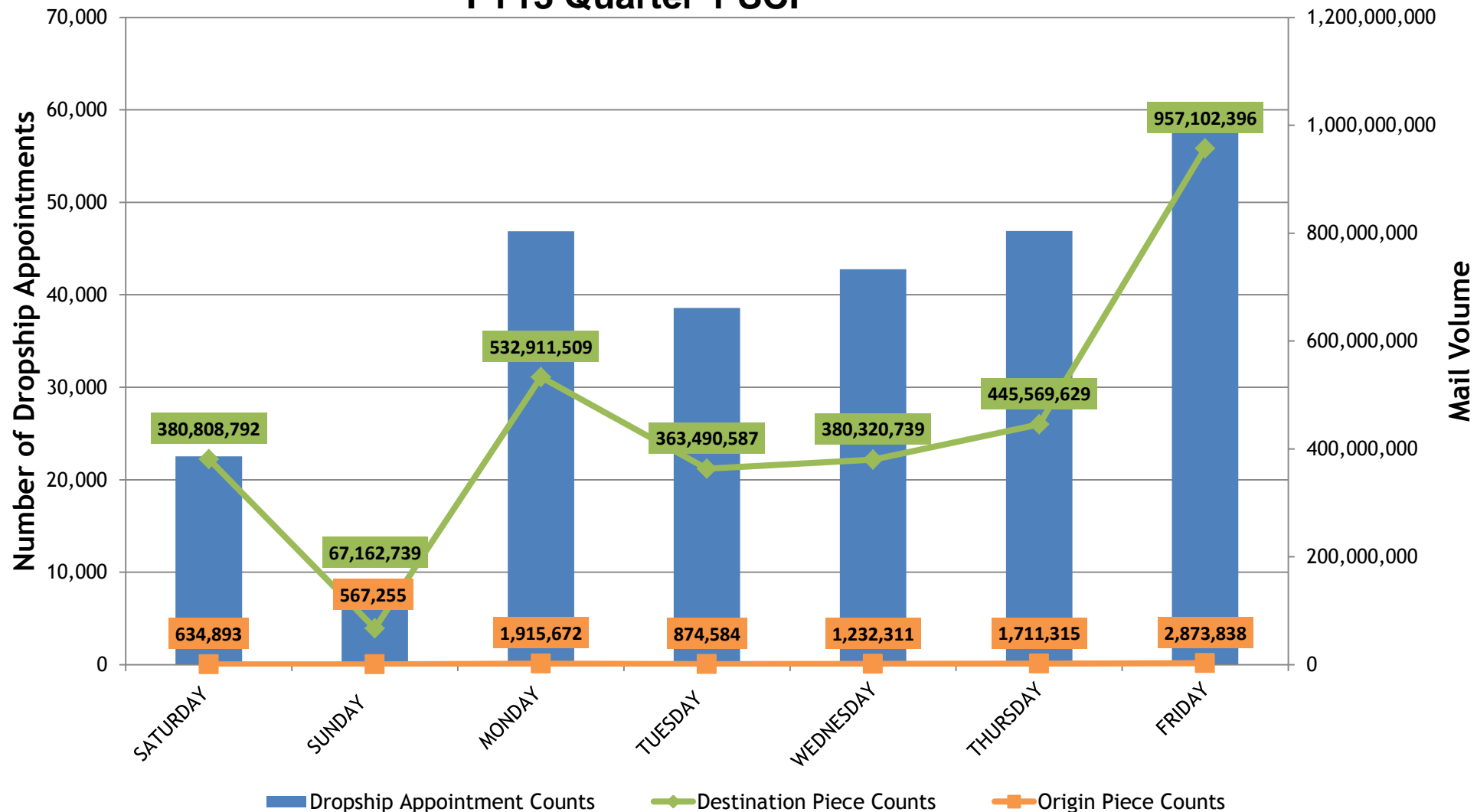
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Color code for Wednesday until 1600	Color code for Thursday until 1600	Color code for Friday until 1600	Color code for Saturday until 1600	All Day is color coded for Monday	Color code for Monday until 1600	Color code for Tuesday until 1600
1600 - Thurs Violet	1600 - Fri Yellow	1600 - Sat Pink	1600 - Monday		1600 - Tues Orange	1600 - Wed Green

NDC Standard Drops - Current

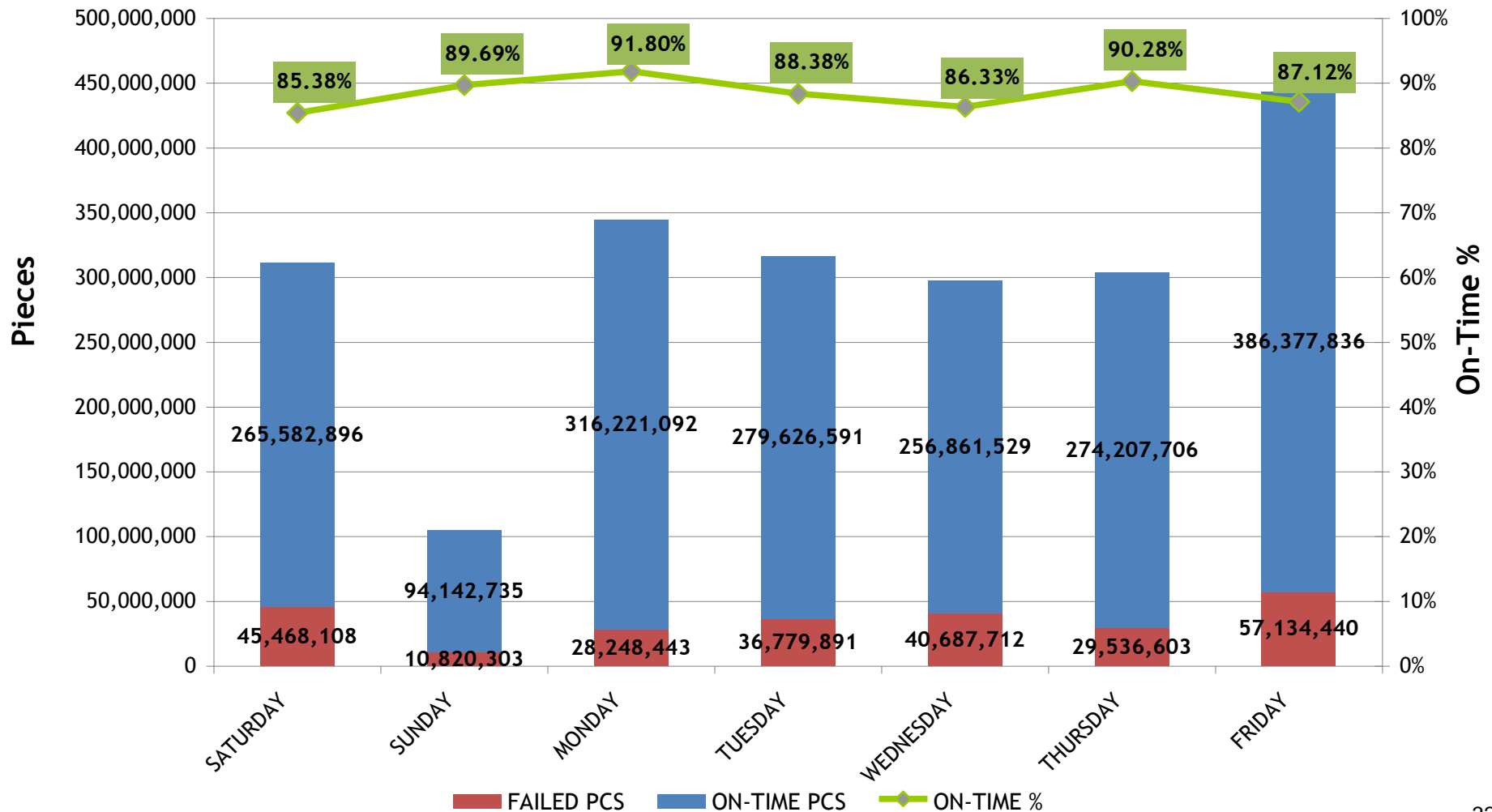
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Color code for Friday until 1600	Color code for Saturday until 1600	All Day we color code for Monday	Color code for Monday until 1600	Color code for Tuesday until 1600	Color code for Wednesday until 1600	Color code for Thursday until 1600
1600 - Sat Pink	1600 - Monday Blue		1600 - Tues Orange	1600 - Wed green	1600 - Thurs Violet	1600 - Fri Yellow

Most of the mail whether dropped at the SCF or NDC is earmarked for delivery on Monday

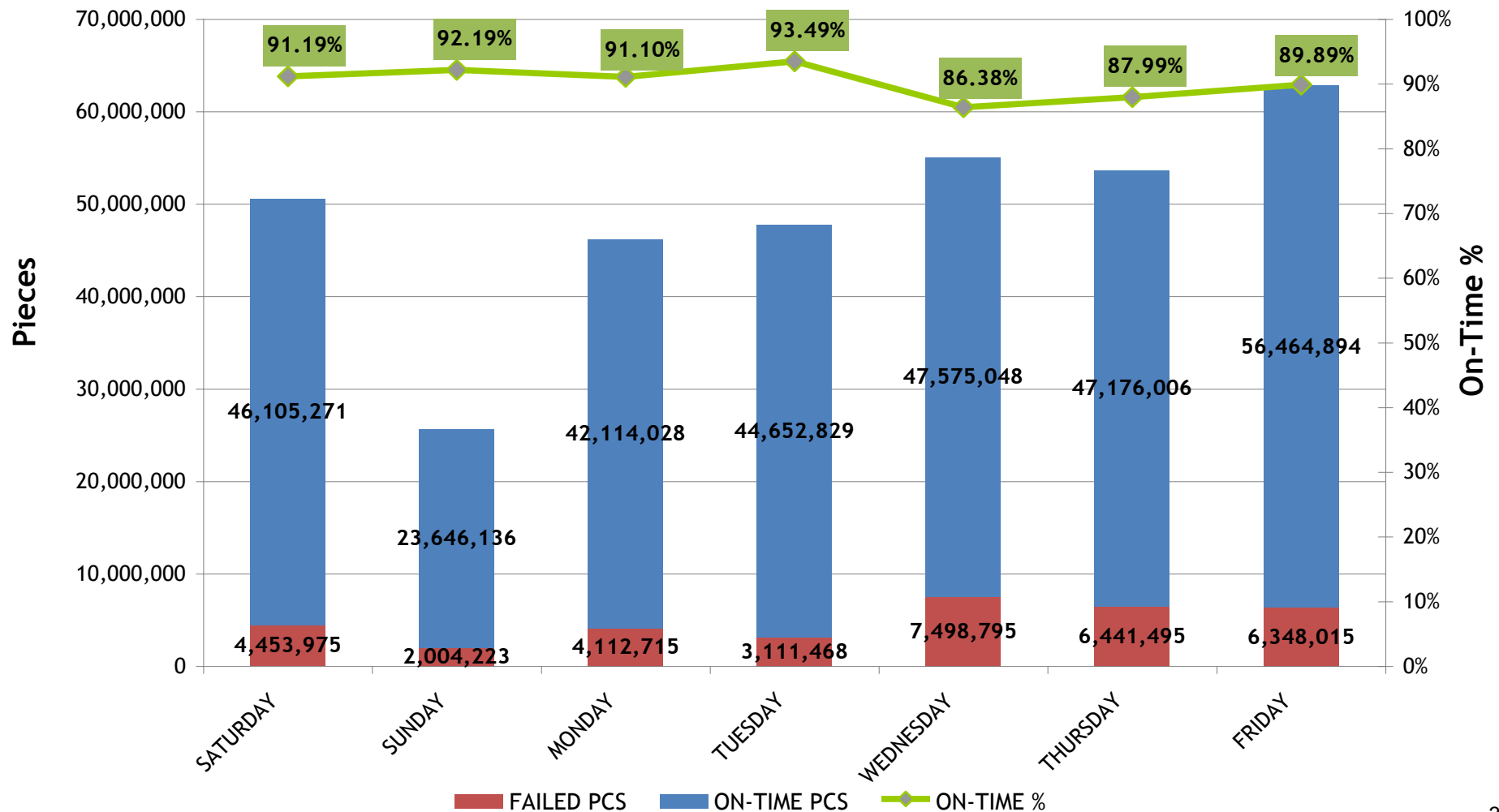
Dropship Appointments/Mail Volume By DOW FY13 Quarter 1 SCF



NATIONAL STC BY DAY OF THE WEEK ANALYSIS QTR 1 2013

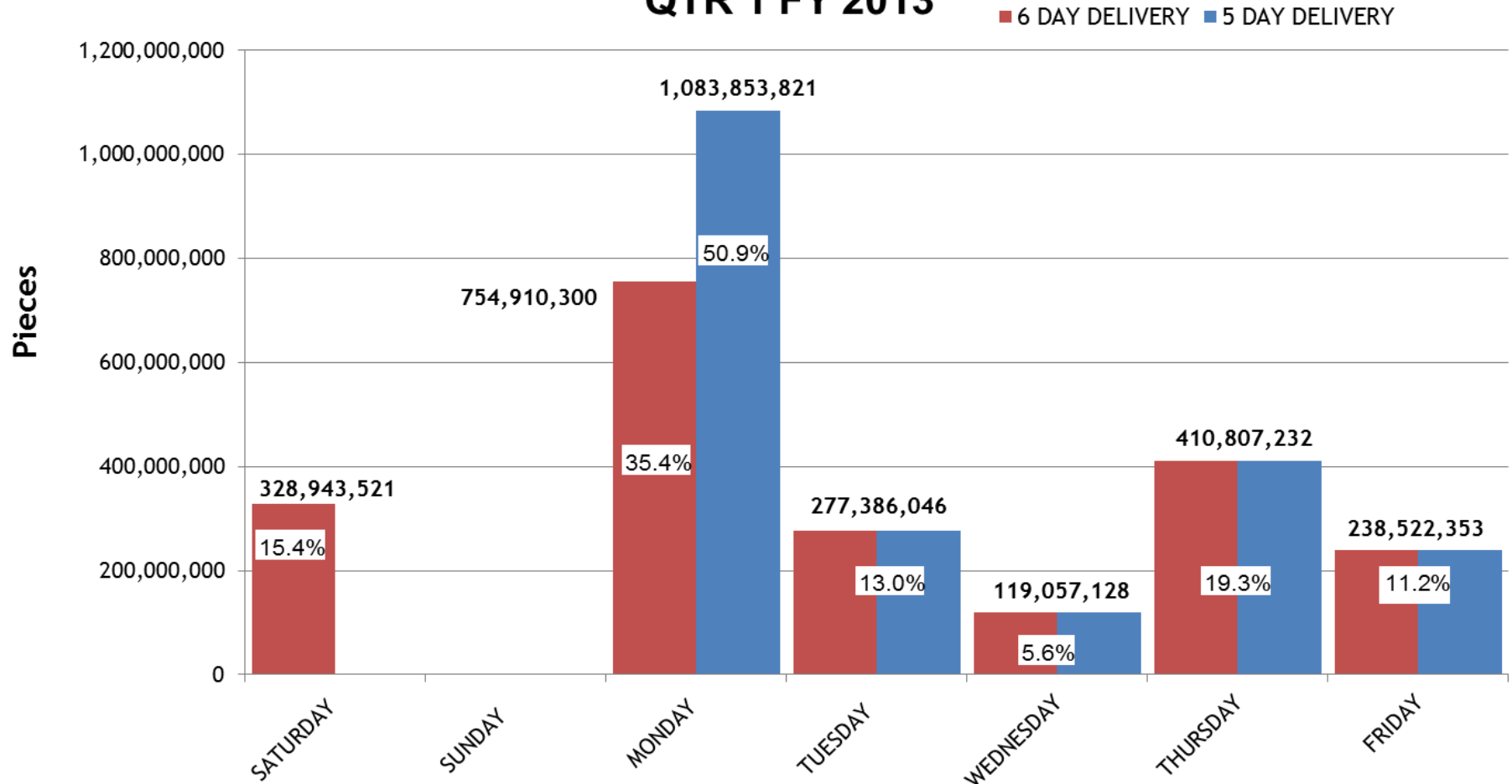


NATIONAL STC BY DAY OF THE WEEK ANALYSIS QTR 1 2013

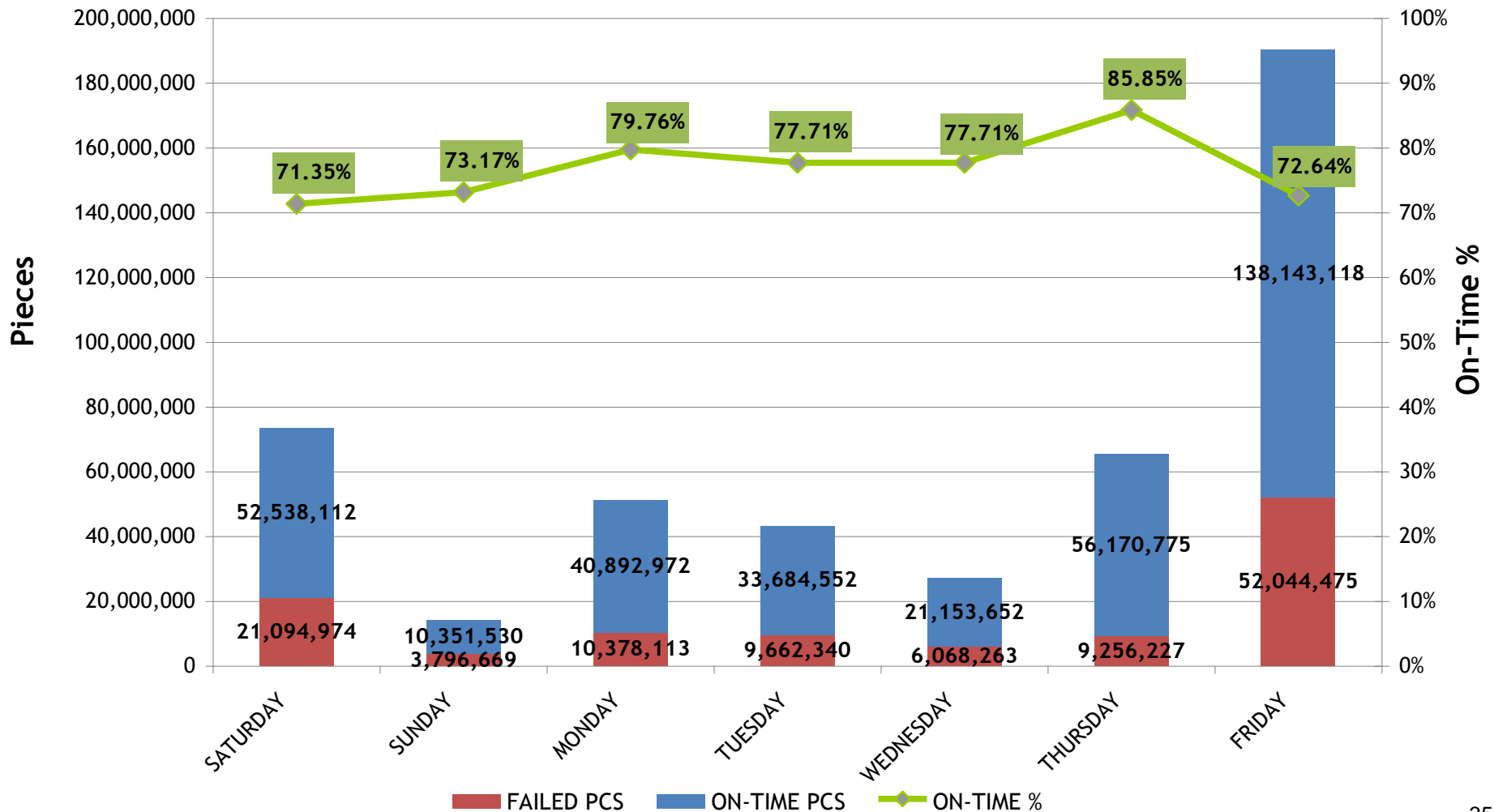


Destination Entry STD Letters Delivery Day Volumes Analysis

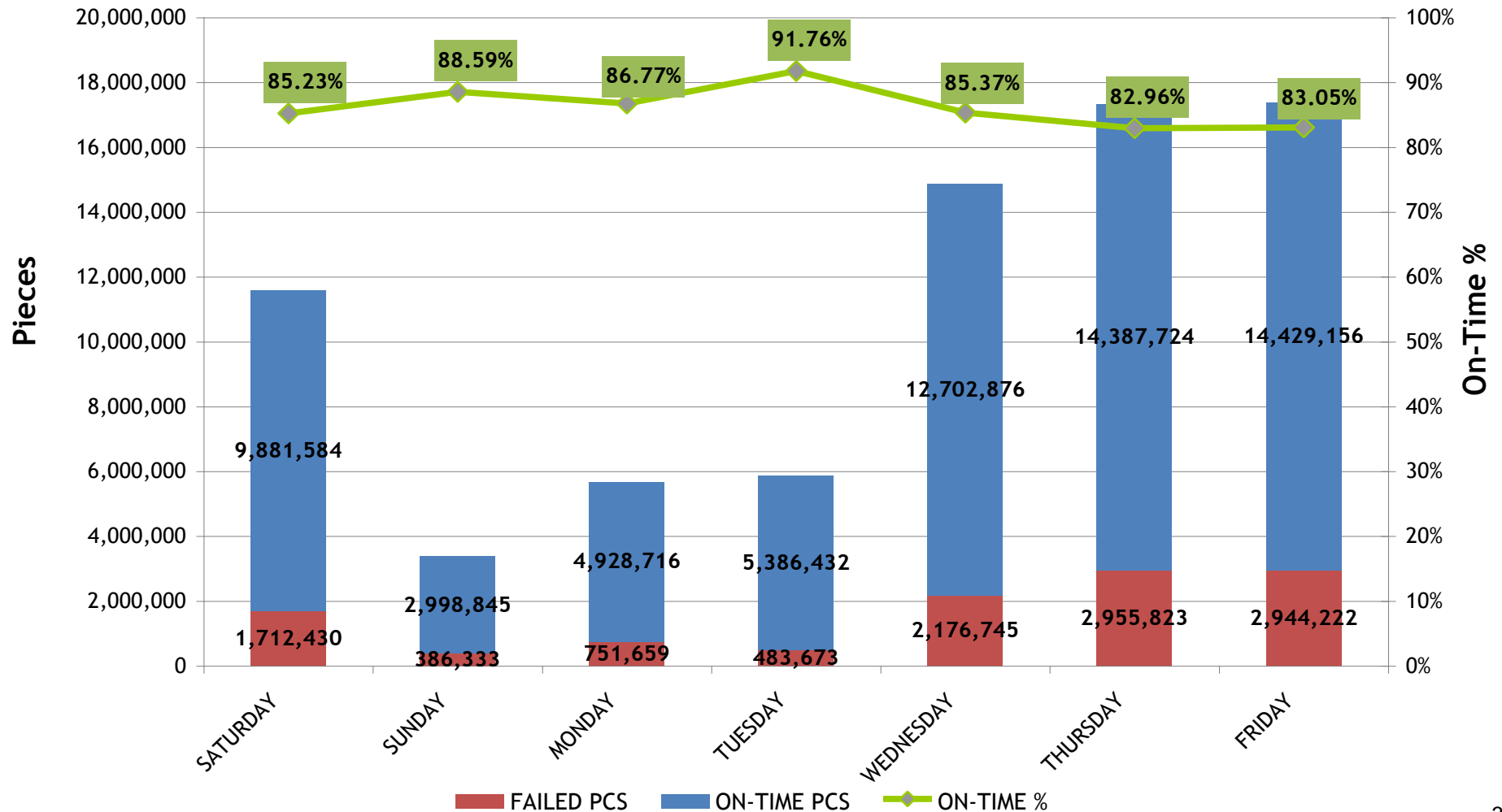
Standard Letters Delivery Day Volumes QTR 1 FY 2013



NATIONAL STC BY DAY OF THE WEEK ANALYSIS QTR 1 2013

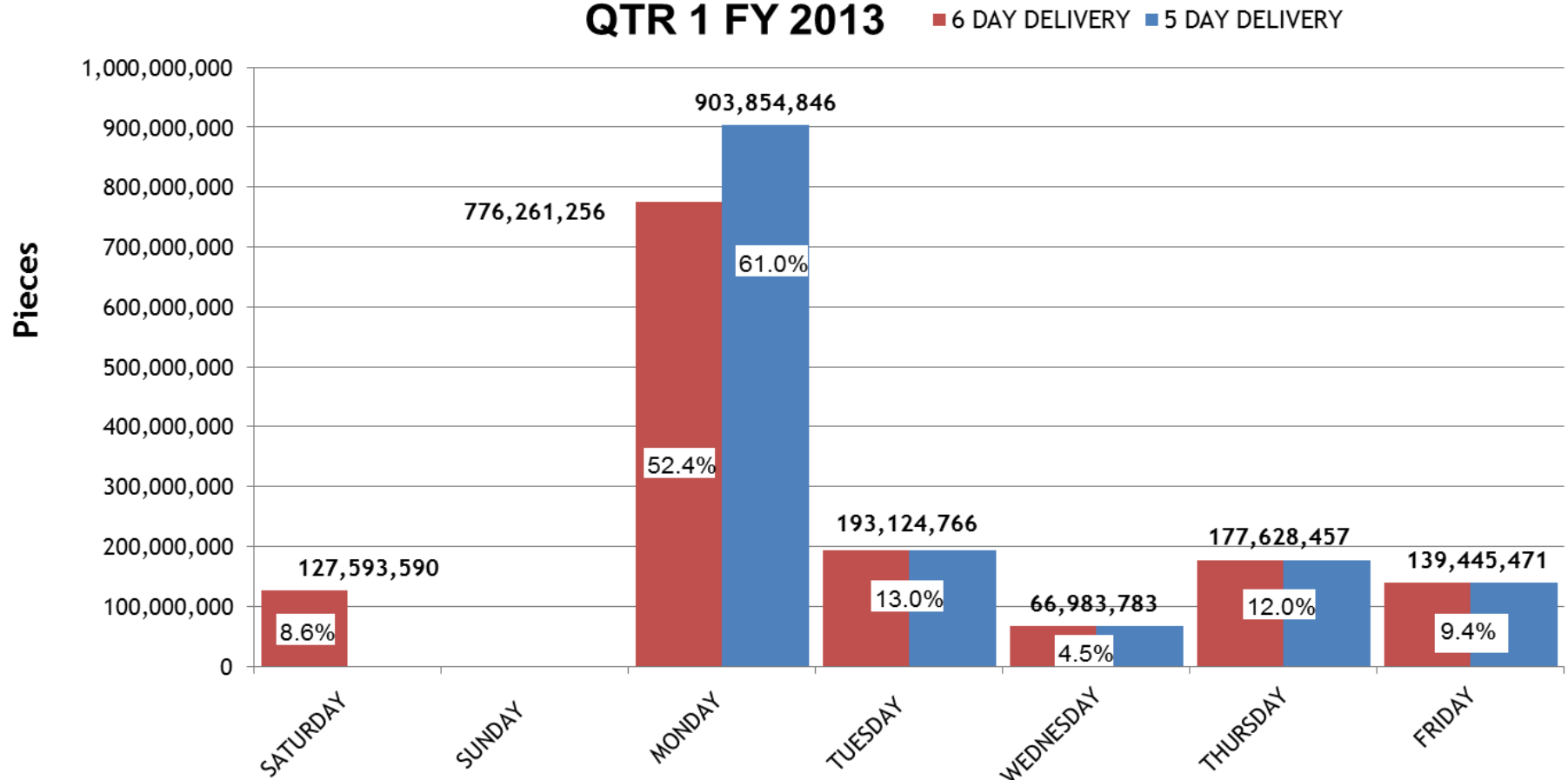


NATIONAL STC BY DAY OF THE WEEK ANALYSIS QTR 1 2013

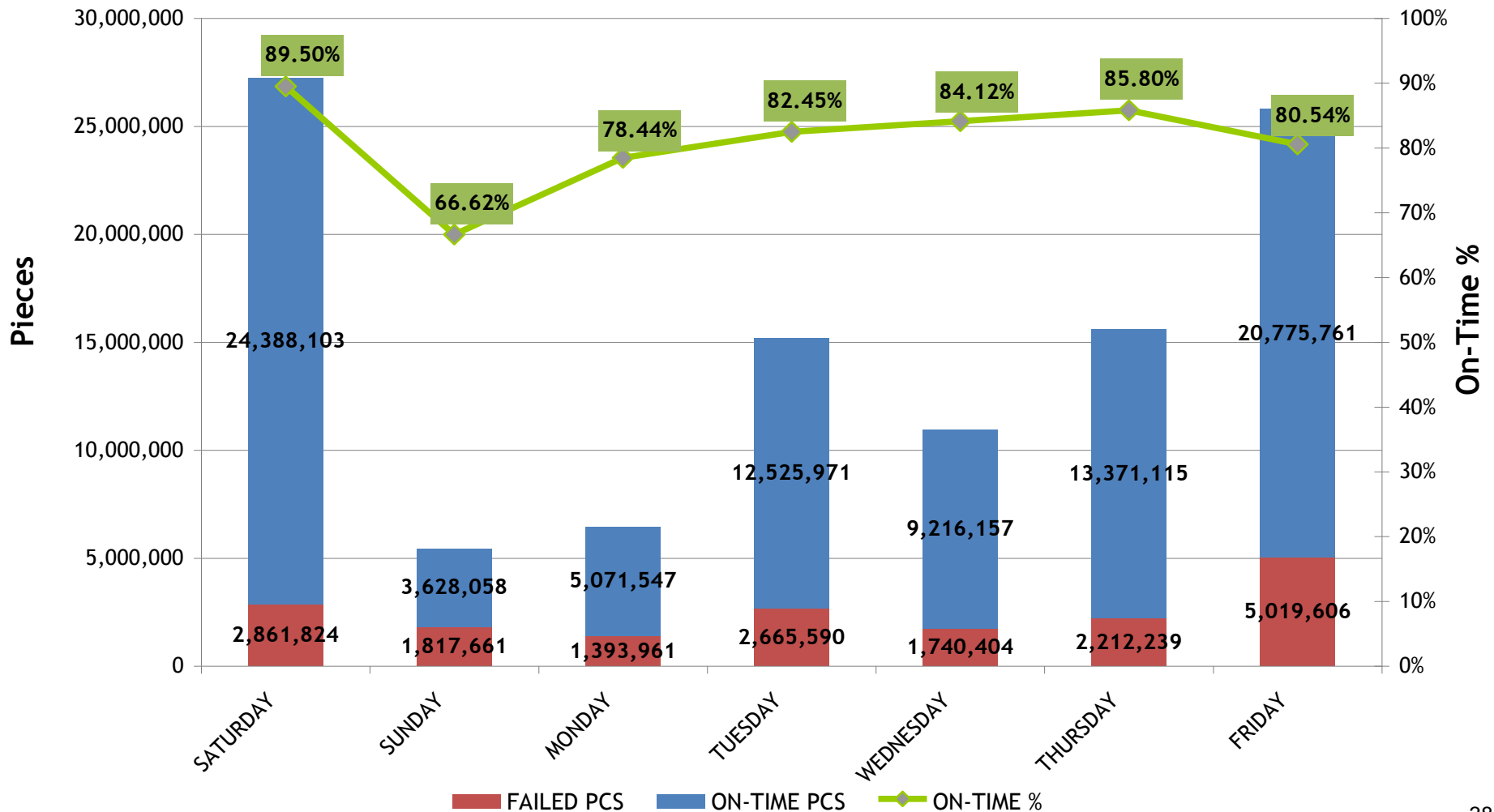


Destination Entry STD Flats Delivery Day Volumes Analysis

Standard Flats Delivery Day Volumes QTR 1 FY 2013

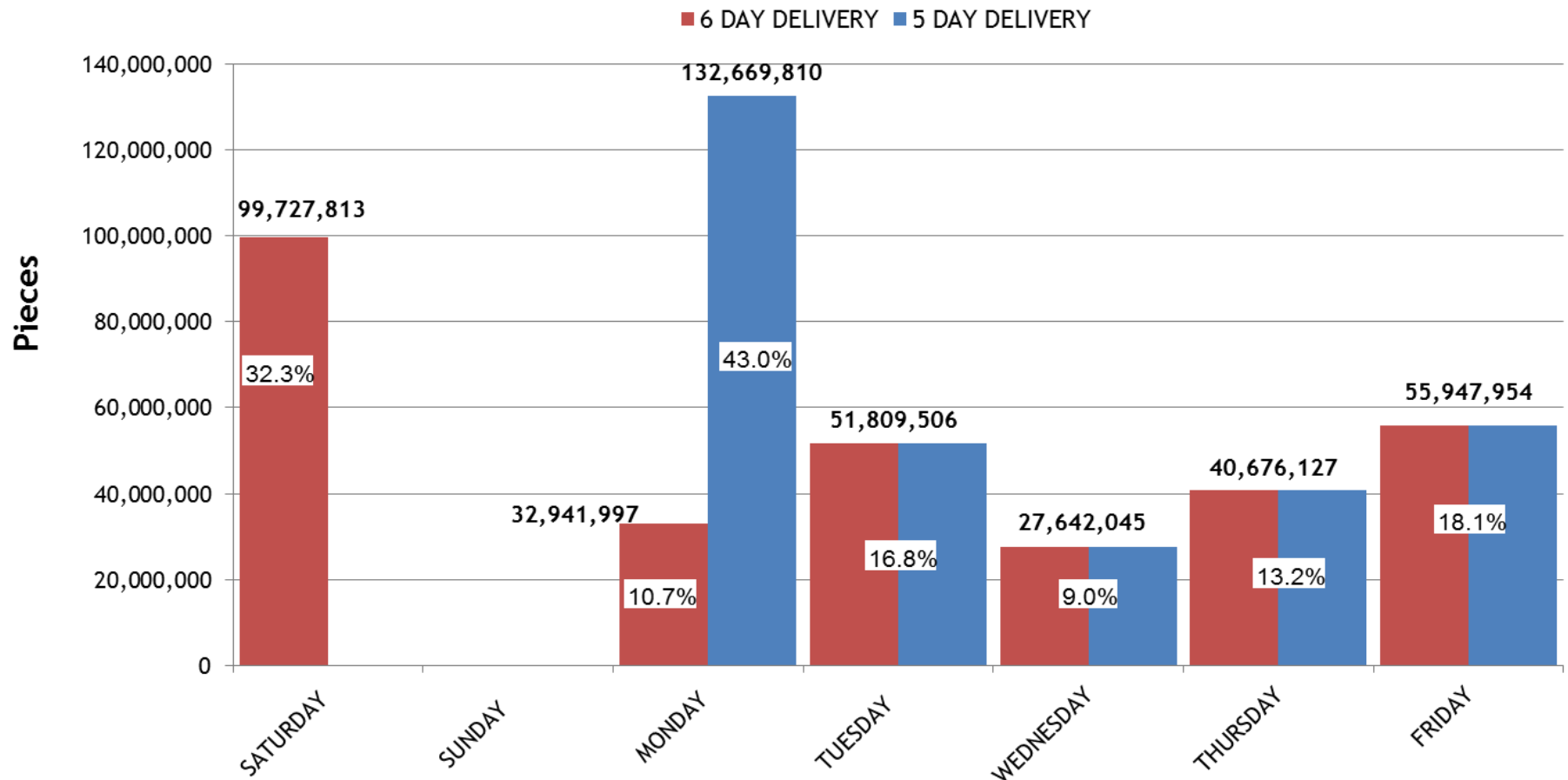


NATIONAL STC BY DAY OF THE WEEK ANALYSIS QTR 1 2013



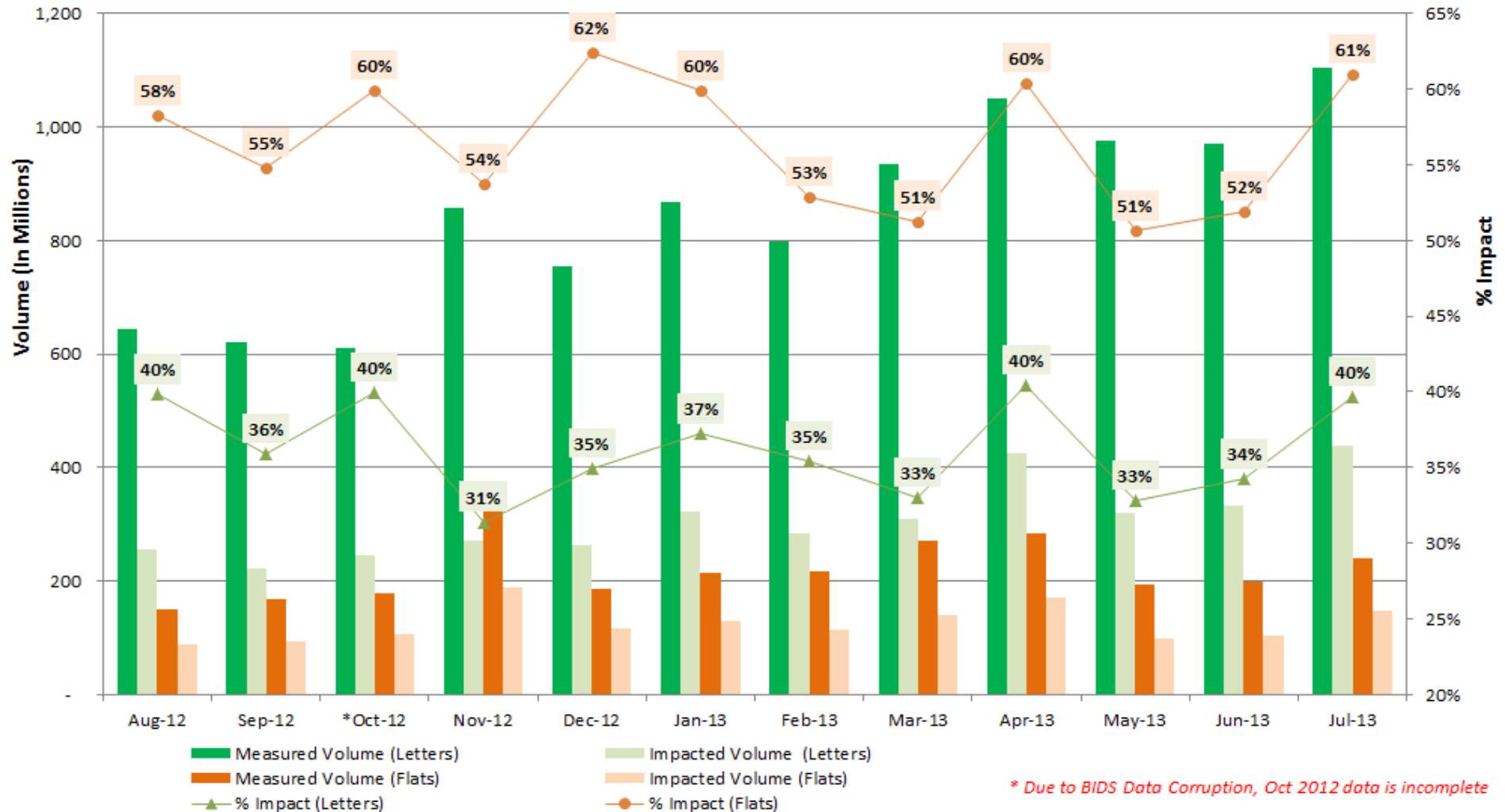
SCF Destination Entry Periodicals Delivery Day Volumes Analysis

SCF Periodicals Flats QTR 1 FY 2013

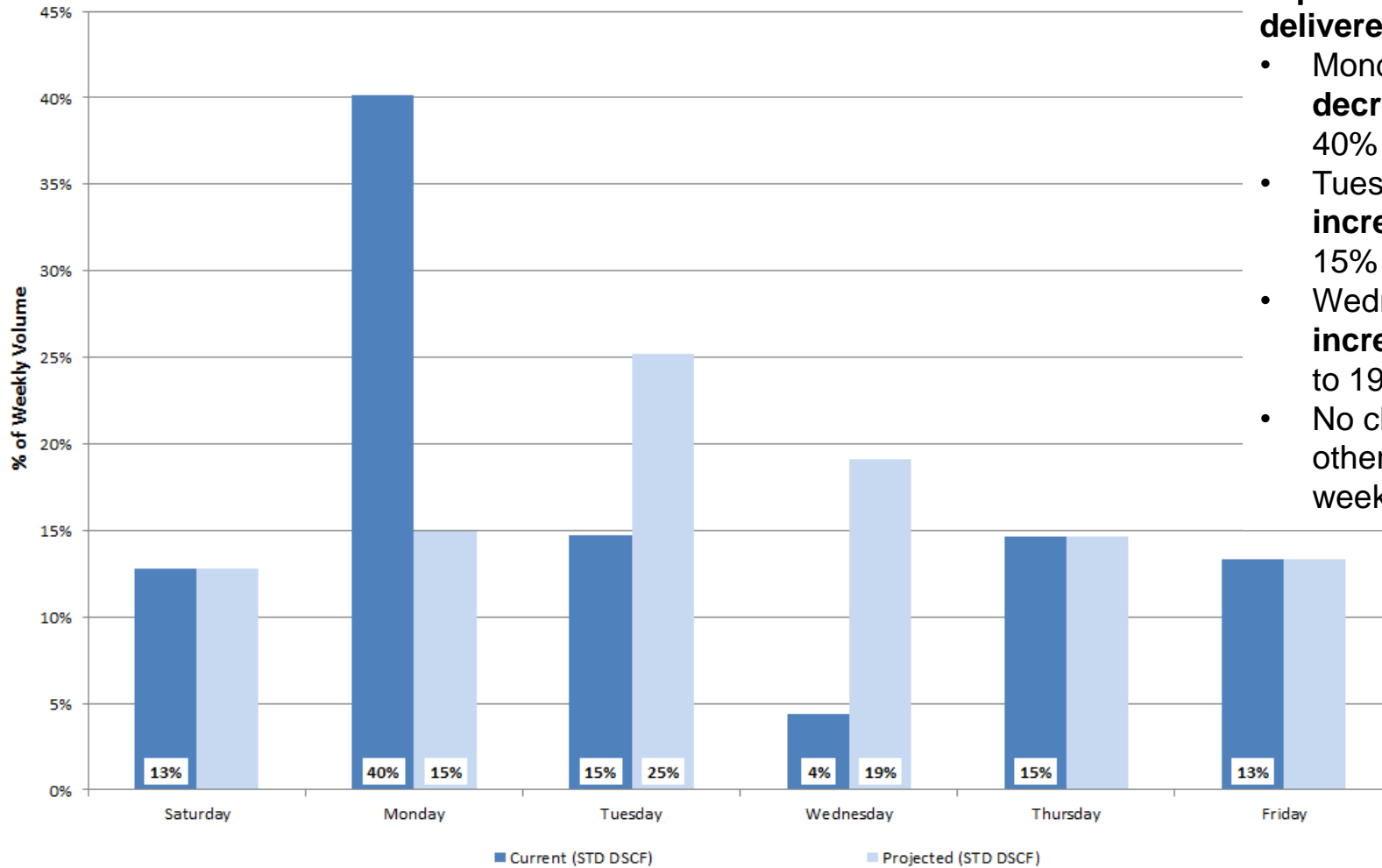


Based on historical data, ~40% of Standard DSCF Mail is projected to be impacted if Sunday was a non-processing day.

- Letters impacted ~36%; Flats impacted ~56%



If Sunday was a non-processing day, the variation in Standard DSCF mail volume by expected day of delivery is projected to decrease from a standard deviation of 12% to 5%



% of week's volume expected to be delivered on:

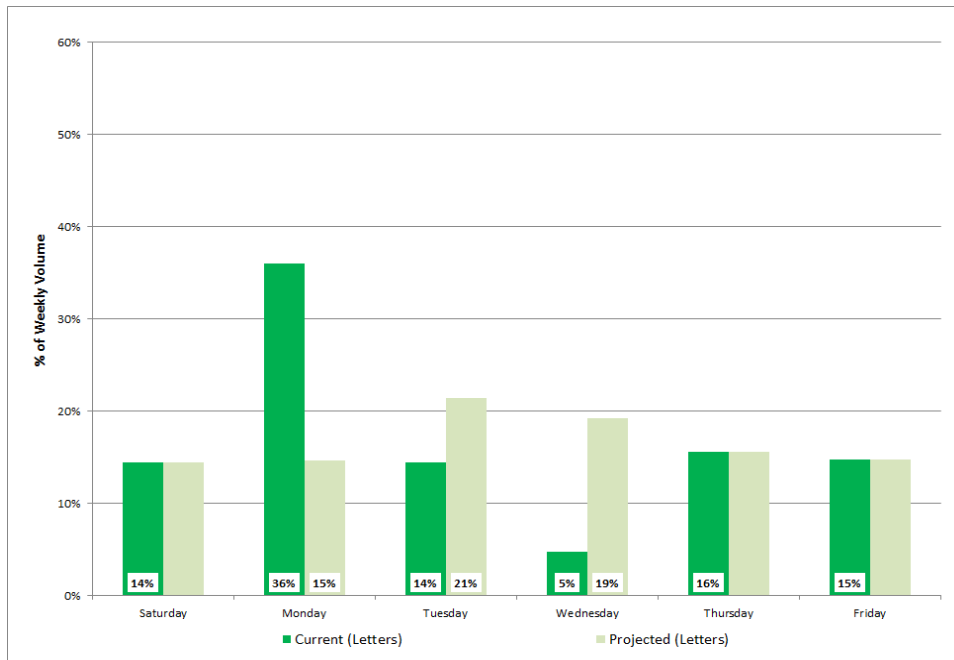
- Monday would **decrease** from 40% to 15%
- Tuesday would **increase** from 15% to 25%
- Wednesday would **increase** from 4% to 19%
- No change on other days of the week

Standard deviation for daily Standard DSCF Letters mail volume is projected to decrease from 10% to 3%; For Flats, it is projected to decrease from 20% to 12%

Standard DSCF Letters

% of week's volume expected to be delivered on:

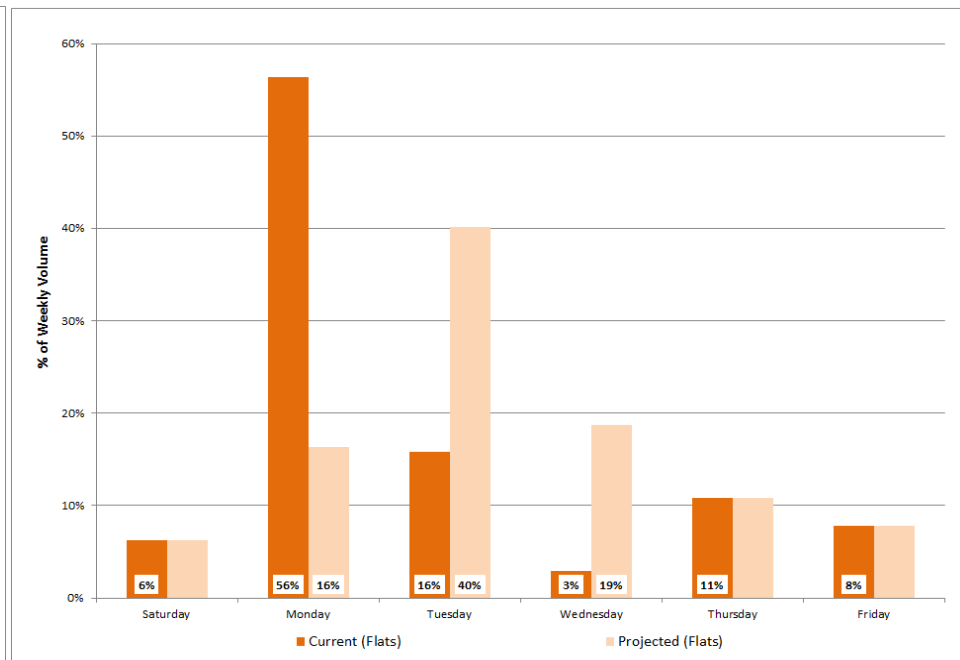
- Monday would **decrease** from 36% to 15%
- Tuesday would **increase** from 14% to 21%
- Wednesday would **increase** from 5% to 19%



Standard DSCF Flats

% of week's volume expected to be delivered on:

- Monday would **decrease** from 56% to 16%
- Tuesday would **increase** from 16% to 40%
- Wednesday would **increase** from 3% to 19%



SCF Standard Drops - Current

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Color code for Wednesday until 1600	Color code for Thursday until 1600	Color code for Friday until 1600	Color code for Saturday until 1600	All Day is color coded for Monday	Color code for Monday until 1600	Color code for Tuesday until 1600
1600 - Thurs Violet	1600 - Fri Yellow	1600 - Sat Pink	1600 - Monday		1600 - Tues Orange	1600 - Wed Green

SCF Standard Drops - Future

South Jersey Test

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Color code for Wednesday until 1600	Color code for Thursday until 1600	Color code for Friday until 1600	Color code for Saturday until 1600	Color code for Monday until 1600	Color code for Tuesday until 1600	All day is color coded for Wednesday
1600 - Thurs Purple	1600 - Fri Yellow	1600 - Sat Pink	1600 - Monday Blue	1600 - Tues Orange	1600 - Wed Green	

Taking out Sunday as a transit day will smooth the mail volumes across days of the week

- Two weekends in September 9/14 and 9/21
- South Jersey will be the test site
- Standard mail only – Letters and Flats
- Change color code according to new layout
- Analyze the results
 - Impact to the industry
 - Hours saved
 - Volume to carriers across Monday and Tuesday
 - Impact in five day environment

- HUB Workgroup kick – off
 - June 24, 2013
- Weekly meetings to discuss
 - Use of HUBS for each mail class and shape
 - System changes
- Implementation
 - January 2014

MTEOR

The purpose of the user group is to identify and recommend opportunities for future enhancements to the MTEOR program.

Co-Leaders: Industry - Steve Colella

USPS - Nancy Paradise

Kick-off: July 23, 2013

Meeting: Every three weeks

MTEOR Enhancements - Areas of Focus

- ☐ Ease of Use
- ☐ Communication
- ☐ Mailer order history reporting
- ☐ Report generation capabilities

MTEOR Update

❑ MTEOR continues to be successfully used by Mailers and Postal Plants:

MTEOR – MTESC Mailer

- **Orders (since September 5, 2013)**
 - **443 MTESC Mailers** are currently registered for MTEOR
 - **29,092 orders** were placed through MTEOR
 - Over **\$285 million worth of MTE** ordered
- **Inventory (since April 15, 2013)**
 - **405 Mailers reported** their inventory at least once (91% of total)
 - **54 Mailers have reported** every week (12% of total)
 - **38 Mailers have never reported** (9% of total)

MTEOR – Plant

- **Orders (since April 15, 2013)**
 - **332 Postal plants** are currently using MTEOR
 - **11,497 orders** were placed through MTEOR
 - Over **\$105 million worth of MTE** was ordered through MTEOR

- **What is it?**

- Phase 2.a provides the ability to order MTE from Postal plants

- **Who does it impact?**

- **Local Mailers** – Mailers who only pick up MTE from Postal Plants will use MTEOR to request MTE
 - **MTE SC Mailers** – Mailers who currently receive MTE directly from the MTE SC will use MTEOR to either order directly from the MTE SC or pick up from a Postal plant
 - MTE SC Mailers should order MTE from the MTE SC first
 - MTE SC Mailers should only request MTE from a Postal plant if they are willing to pick up the MTE themselves and the MTE SC cannot fulfill their demand

❑ **The launch timeline is:**

- **Pilot launch at three pilot plants and approximately 125 Local Mailers on October 7, 2013**

Indianapolis
P&DC

Santa Ana
P&DC

South Jersey
P&DC

- Full launch beginning February 2014 in a phased roll-out by Area

❑ **We are working with Mailers and Postal plants to enhance the existing applications and prepare for the upcoming pilot**

- MTAC Workgroup
- MTEOR Plant Collaboration Group (MPCG)





UNITED STATES POSTAL SERVICE® Training and Communication Schedule

	August 2013			September 2013					October 2013			
	Wk. of 8/12	Wk. of 8/19	Wk. of 8/26	Wk. of 9/02	Wk. of 9/09	Wk. of 9/16	Wk. of 9/23	Wk. of 9/30	Wk. of 10/07	Wk. of 10/14	Wk. of 10/21	Wk. of 10/28
Bulletins												
August Bulletin		◆										
September Bulletin						◆						
October Bulletin										◆		
Training Webinars												
Local Mailers								◆	◆			
MTEC Mailers								◆	◆			
MTAC Meetings												
Full Group			◆									
User Group #7				◆			◆			◆		
RIBBS Website												
Launch of Local Mailer Page					◆							
FAQs Posted					◆							
Other Communications to Pilot Mailers												
Launch E-Mails					◆	◆	◆	◆	◆			
Feedback Survey												◆

Launch

- **New MTEOR Dashboard launches October 7, 2013**
 - Users will now be able to view key information such as *MTESC Order History*, *Inventory History*, and the *MTE Catalog* on separate tabs on the dashboard rather than viewing them all on one page

[Home](#) | [Gateway](#) | [Logout](#)

Mail Transport Equipment Ordering System Dashboard

MTE Delivery Address / Facility

NASS: 302SM - BIG MAILER 2 - 3730 LAS KANSAS BLVD S, LAS VEG.

+ Create New Order

✎ Report Inventory

- Before placing a New Order, review Order History by selecting specific orders. Orders may be changed by withdrawing an existing order and placing a new order
- Inventory must be reported each Wednesday by 11:59 PM

MTESCS Order History

Inventory History

MTE Catalog

To 'View' or 'Export/Print' order details, see instructions below:

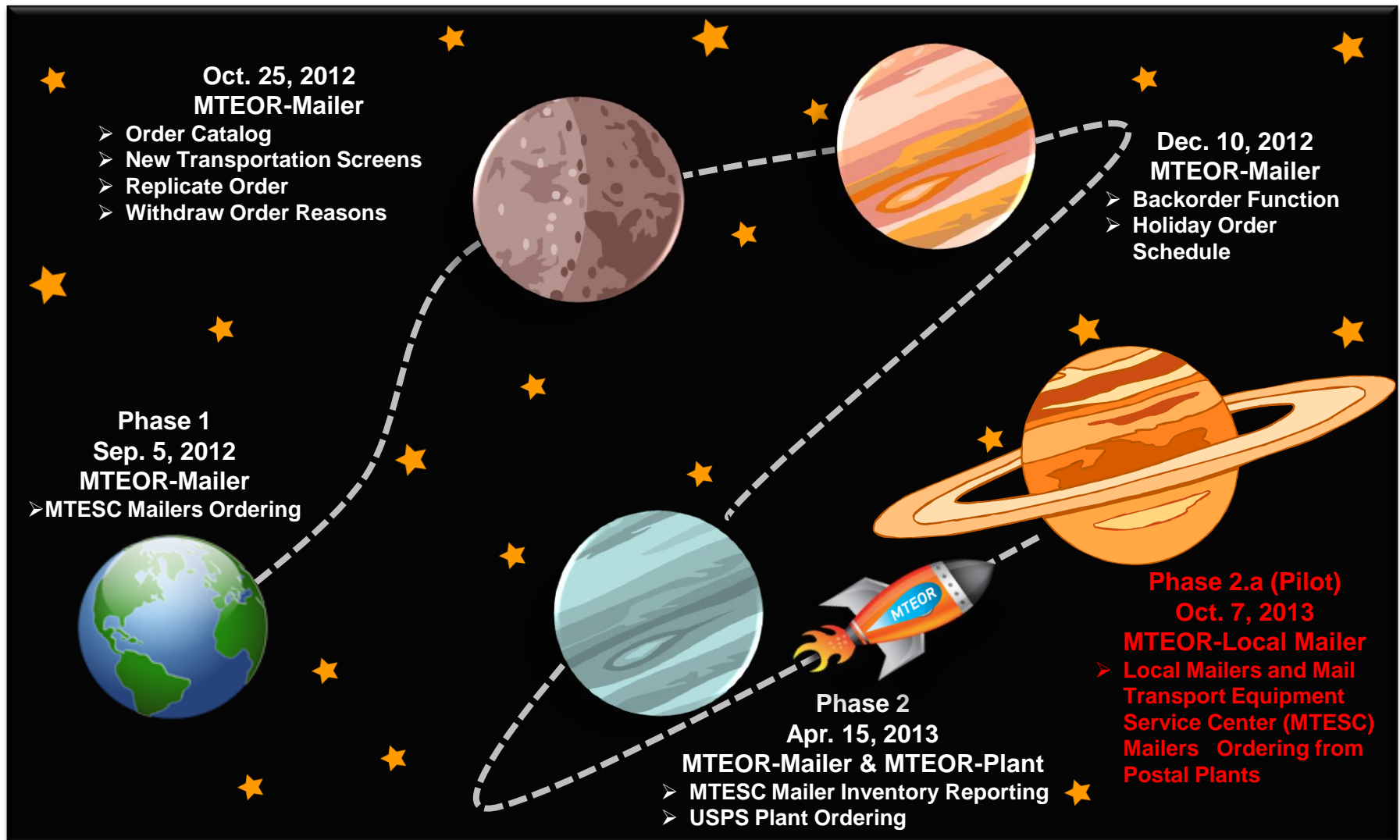
- View - select the box or boxes to the left of the order number(s) and click on 'View Details'
- Export/Print - from the order details screen, select the 'Print' or 'Excel Sheet' button

MTEOR 'History for MTESC orders' details are stored for up to 30 days after 'dispatch' date

<input type="checkbox"/>	Order Number	Status	Dispatch Date	Date Placed	User
<input type="checkbox"/>	0002412568	PLACED	07/24/2013	07/11/2013	sritestdevmt
<input type="checkbox"/>	0002412576	WITHDRAWN	08/08/2013	07/22/2013	sritestdevmt
<input type="checkbox"/>	0002412585	WITHDRAWN	08/20/2013	07/31/2013	sritestdevmt
<input type="checkbox"/>	0002412589	PLACED	08/20/2013	08/01/2013	sritestdevmt
<input type="checkbox"/>	0002412588	WITHDRAWN	08/21/2013	08/01/2013	sritestdevmt

View Details

- Need MTEOR Help? Call 1-866-330-3404 or email the Help Desk at MTEOR@USPS.gov



Mail Prep & Entry

Steering Committee Update

- 116 ideas submitted to date
 - 35 closed
 - Out of scope, withdrawn or re-assigned
 - 11 completed
 - Postal Bulletin articles and DMM revisions announced
 - 29 remaining in Benefit/Effort matrix
 - 9 new items that need evaluation
 - 41 open need Change/Improvement template submitted or idea withdrawn

- Evaluate increasing max PER weight to 24oz for co-mail pools
- Determination of more specific impacts to each machine will require testing
- We now have a commitment from two mailers to provide test mail
- Plan on testing FSS & AFSM100 in October at Linthicum and Engineering/Merrifield

- Re-opened FSS subgroup
 - Still active discussion on current and proposed requirements
 - FSS entry points (FSS Site & Feeder Locations)
 - Pallet and Bundle size
 - Explore additional members for group

- **Commingled BPM Auto Flats with Standard Mail Flats**
 - Due to software coding effort required it can not be included in January 2014 release
 - Possible release in July 2014

Pallet Stack Limit

705.8.3 Stacking Pallets

8.3.1 Physical Characteristics

Pallets may be stacked two, three, or **four tiers** high if:

- a. The combined gross weight of the stacked pallets (pallets, top caps, and mail) does not exceed 2,200 pounds.
- b. The **heaviest pallet is on the bottom and the lightest is on the top.**
- c. **Individual pallets are secured with straps or stretchable or shrinkable plastic** as specified in [8.1.3](#).
- d. The stack of pallets is **secured with at least two straps or bands** of appropriate material to maintain the integrity of the stacked pallets during transport and handling. Wire or metal bands, straps, buckles, seals, and similar metal fastening devices cannot be used. **The stack of pallets cannot be secured together with stretchable or shrinkable plastic.**
- e. Each pallet is top-capped as specified in [8.2](#).
- f. The combined height of the stacked pallets and their loads **does not exceed 84 inches**. *Exception:* Pallets prepared for entry at Anchorage or Fairbanks, Alaska, cannot exceed 72 inches (pallets, top caps, and mail).

Top Caps

8.2.1 Use

Top caps are used as follows:

- a. Except as provided below, **all pallets of sacks, trays, parcels, bundles of mail, or pallet boxes must be top-capped if the pallets are stacked two, three, or four tiers high when presented to the USPS for acceptance.**
- b. The top pallet need not be top-capped if the strapping or banding securing the stacked pallets together neither damages the mail on the top pallet nor allows the stack to shift.
- c. Lower pallet(s) containing either parcels or bundles of mail **need not be top-capped if the top surface of each pallet load provides a sturdy, flat surface, parallel to the pallet base, that allows safe and efficient stacking of pallets** placed on top and prevents sliding of the top pallet(s), damage to the loaded mail, or crushing of the load.

Max height of stacked pallets 84" (DMM 705 8.3.1 f)

One foot of mail estimated at 488 lbs

Pallet weight is 16 lbs

Current max is 4 pallets high & 2,200 lbs

Mail 12"
Plastic Pallet 6"
Mail 12"
Plastic Pallet 6"
Mail 12"
Plastic Pallet 6"
Mail 12"
Plastic Pallet 6"

With 12" mail (450-488 lbs per pallet)
 Max **4** pallets @ 72" high
 (12" and 200 lbs remain)
 Estimated total ~ **2,000 lbs**

Mail 6"
Plastic Pallet 6"
Mail 6"
Plastic Pallet 6"
Mail 12"
Plastic Pallet 6"
Mail 12"
Plastic Pallet 6"
Mail 12"
Plastic Pallet 6"

With mixed pallets
 (244-488 lbs per pallet)
 Max **5** pallets @ 78" high
 (6" remain)
 Estimated total ~ **2,030 lbs**

Mail 6"
Plastic Pallet 6"
Mail 6"
Plastic Pallet 6"
Mail 6"
Plastic Pallet 6"
Mail 6"
Plastic Pallet 6"
Mail 12"
Plastic Pallet 6"
Mail 12"
Plastic Pallet 6"

With mixed pallets
 (244-488 lbs per pallet)
 Max **6** pallets @ 84" high
 (0" remain)
 Estimated total ~ **2,050 lbs**

Mailer Example

5 pallets high

Combination flats /
trays

80 inches

This is a mix and
pallet height make
up that is
diminishing due to
more low volume
pallets for SCF





Mailer Example:
6 pallets high all Trays
Under 80 inches total

With shape-based mail direction separations mailer unable to add these smaller tray pallets to existing groups of flats pallets for destination delivery due to separate stops for one SCF based on mail shape.

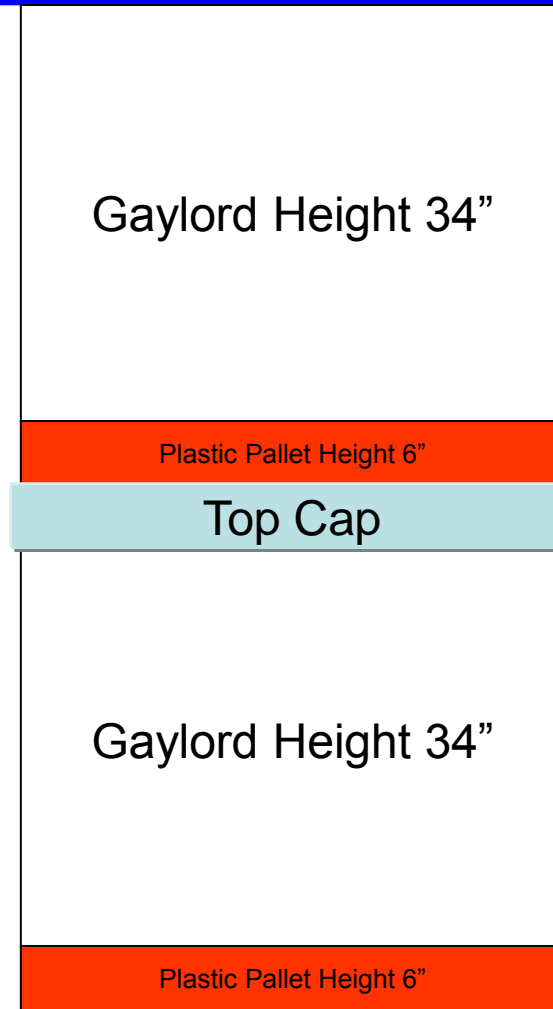
Mailer example:
5 pallets high, 75 inches; **4** high 75 inches



Gaylord Stack Limit

Max height 84"

**Input needed from
package mailers!**



Top cap adds
4 Inches?

Only on bottom
Gaylord or on both?

With 34" Gaylords
Two fit within 84" high allowing
4" for top cap.

Flats Strategy Update

Group structure and process:

- Formal internal cross-functional group
- Project charter
- Project plan
- Weekly internal group meetings
- Firm timelines
- Weekly updates to USPS leadership
- Face-to-face meetings and webinar discussions with industry

Flats Document High Level Timeline

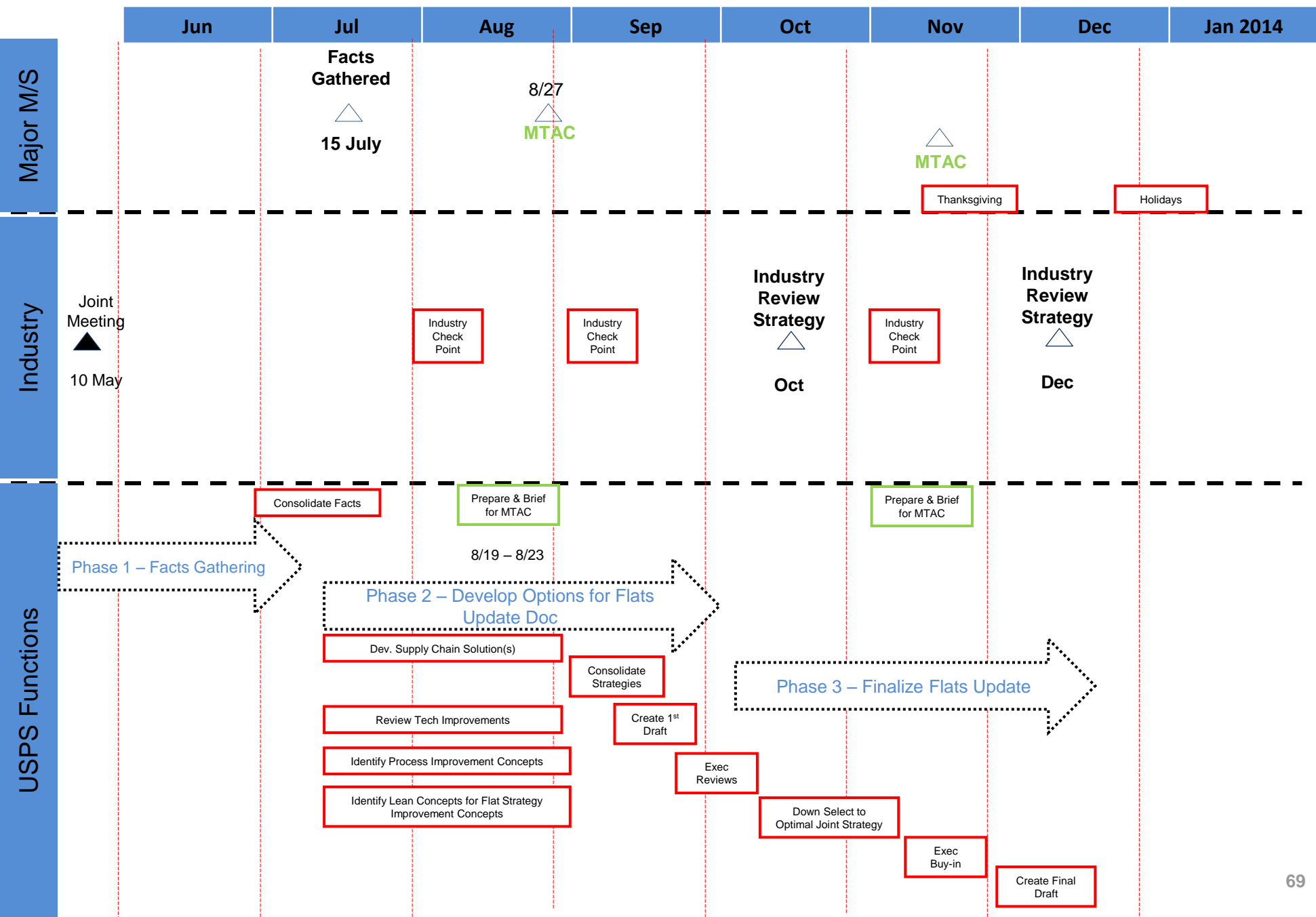




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- [5 Flats Operations End-to-End Strategy](#)
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Network Rationalization Open Discussion

Progress to Date of Consolidations

Area	Full			Originating Only			Destinating Only			Total
	Complete	Partial	Not Started	Complete	Partial	Not Started	Complete	Partial	Not Started	
CM	3	0	0	5	0	0	6	0	0	14
EA	8	2	0	2	0	0	20	2	0	34
GL	4	0	0	4	0	0	6	0	0	14
NE	1	1	2	0	1	2	6	0	1	14
PA	0	1	0	1	0	0	3	0	0	5
SA	8	1	0	4	0	0	13	0	1	27
WE	23	1	1	9	0	2	3	0	0	39
Total	47	6	3	25	1	4	57	2	2	147

129 (87.8%) of 2013 Consolidations Completed

Progress to Date of FY13 Mail Moves Calendar

Area	Completed to date	August	September	October	December	TBD	Total
Capital Metro	34	0	0	0		0	34
Eastern	134	0	10	2		0	146
Great Lakes	72	0	0	0		0	72
Northeast	29	2	15	0		1	47
Pacific	16	0	0	0	1	0	17
Southern	145	0	4	0		0	149
Western	190	0	13	0		0	203
National Total	620	2	42	2	1	1	668

92.8% of Mail Moves Completed

Mail Direction File & Labeling Lists Open Discussion

Open Discussion



UNITED STATES
POSTAL SERVICE

MTAC

Mail Prep & Entry Focus Group

Standard Track

August 28, 2013

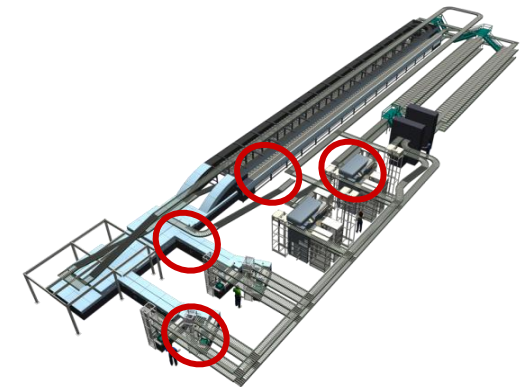
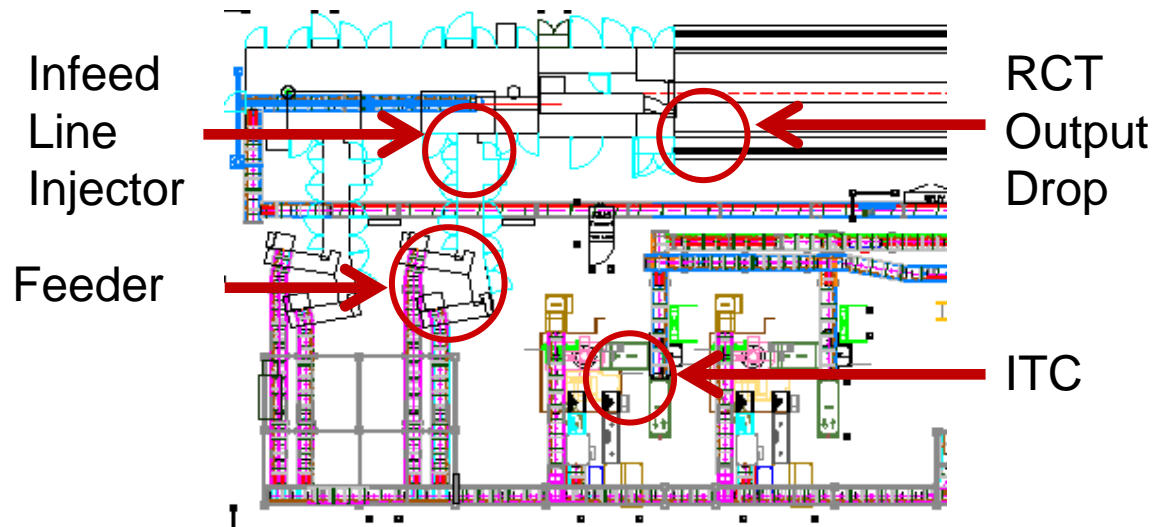
- Standard Track
 - Action Items from Last Meeting
 - Engineering Technology Update
 - Workgroup Updates
 - MTEOR Update
 - Mail Prep & Entry Steering Committee Update
 - Update on Flats Strategy
 - Network Rationalization Open Discussion
 - Mail Direction File & Labeling List Discussion
 - Open Discussion

- Action Items from Last Meeting
 - Process for notating FSS Site on 8125 and associated messaging of policy to sites
 - Issue policy on FAST holiday constraints
 - FSS damage rates
 - Industry provide test mail for FSS
 - Document FSS issues in eMIR
 - Engineering meeting with Paper/Print Industry
 - Update on APPS Singulation
 - Industry provide test bundles
 - Evaluate adding old address to Mail Move File
 - Palletization requirements on 8125 (Courtesy Pallet)

Engineering Technology Update

Committed to improving FSS handling of flat mail

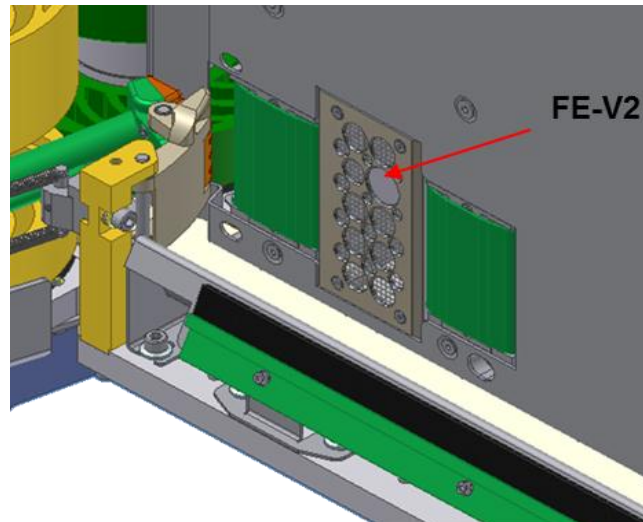
- Mail characteristics trend towards lighter and thinner mailings
- Extensive studies on mail damage resulted in 4 areas of focus
 - Feeders (4 per system)
 - Infeed Line Injectors (2 per system)
 - RCT Output Drops (360 per system)
 - ITCs (2 per system)
- Next slides show mail handling improvements



- **Feeder Testing complete - Final/Best Configuration (Test G & L)**
 - Improvements: No Constant Vacuum, new vacuum plate, improved AI Software, V2 Sensor moved ~ 1 in and adjust to 6 mm sensing range for better stack management
 - **Average Damage 2 reduction >33% (baseline of 0.48%)**
 - **Average Damage 3 reduction >66% (baseline of 0.036%)**
 - Test L = Test G. Test G was done on IL2 and Test L was done in IL1

Test	Baseline					Modified					% Change	
	Pieces	D2	D3	D2 %	D3 %	Pieces	D2	D3	D2 %	D3 %	D2 %	D3 %
G (Same as Config E with F3&F4 V2 is adjusted 6mm from pick plate)	12279	30	2	0.24%	0.02%	11763	25	1	0.21%	0.01%	-13.02%	-47.81%
H (Same as G - V2 is adjusted 9mm from pick plate)	4728	12	3	0.25%	0.06%	3960	30	0	0.76%	0.00%	198.43%	-100.00%
I (Same as G - except V2 is adjusted 11mm from pick plate)	4758	5	0	0.11%	0.00%	4698	2	0	0.04%	0.00%	-59.49%	0.00%
J (Same as I with stack correction camera active)	2042	8	0	0.39%	0.00%	1901	5	0	0.26%	0.00%	-32.89%	0.00%
K (Same as J with V2 back to 6mm)	7274	8	0	0.11%	0.00%	7362	7	1	0.10%	0.01%	-13.56%	0.00%
L (mod moved to IL1)	10101	78	6	0.77%	0.06%	10973	33	1	0.30%	0.01%	-61.06%	-84.66%
M (RJ Camera IL1)	1541	10	1	0.65%	0.06%	1291	2	0	0.15%	0.00%	-76.14%	-100.00%

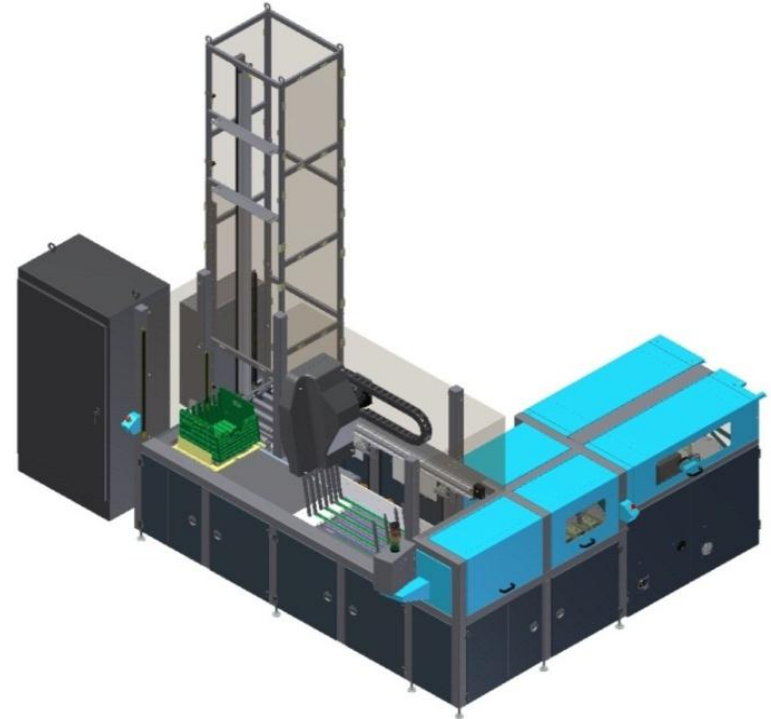
- **Feeder Improvement Background**
 - Constant Vacuum
 - Removing constant vacuum (require new plate) enables feeder to stand mail up at destacker plate which minimizes damage
 - AI Software
 - Faster AI reaction time
 - AI Paddle synches up mail more effectively
 - Allows Auto Paddle to move closer to destacker plate
 - V2 Sensor
 - Adjust positioning and sensing range of the V2 sensor for better stack management



- **Continued to implement design improvements**
 - Deployed 12 hardware Modification Kits
 - 20 more hardware Mod Kits planned
- **FSS SW v3.1 - deploy Fall 2013 (Sept/Oct)**
 - SW changes at feeder to better control stack quality and have gentler pick off of Low “Run Stiffness” Mail
 - SW changes at Infeed Line for better injection into Carousel of Low “Run Stiffness” Mail to minimize flipped mail
- **New Separation Belts planned for Fall 2013 (Oct/Nov)**
- **Mail Stack Quality at Feeders planned for Fall 2013 (Oct/Nov)**
 - Adding 3 HW modifications at feeder to better control stack quality and have gentler pick off of Low “Run Stiffness” Mail
- **Infeed Line Injector planned for Fall 2013 (Oct/Nov)**
 - Adding 2 HW mods at Infeed Line for better injection into Carousel of Low “Run Stiffness” Mail to minimize flipped mail

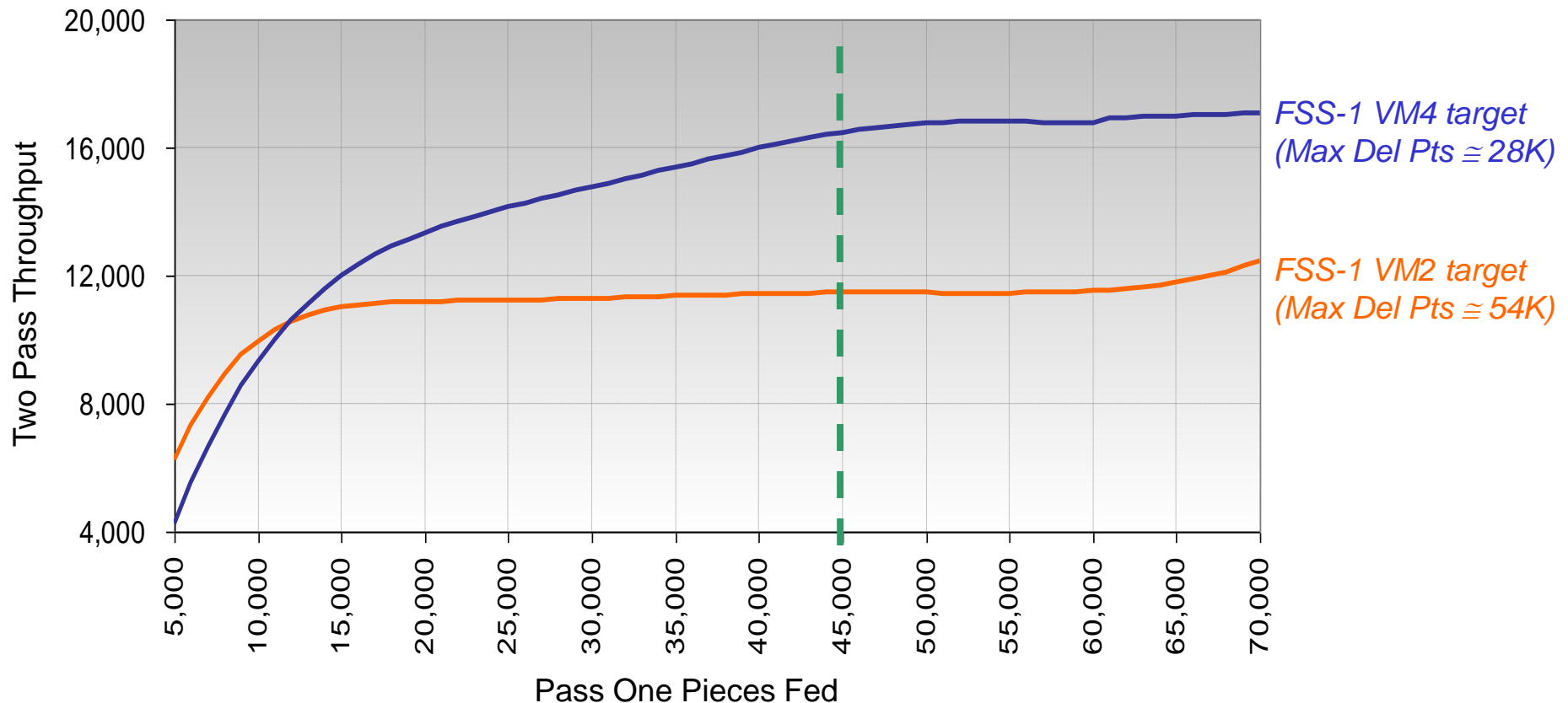
Key Features

- ***Increase Flats Sequencing System (FSS) efficiency in the virtual machine 2 (VM2) mode***
- Achieve a throughput of 6 pieces per second (double that of the current FSS feeder), reducing the number of FSS feeders from four to two
 - Allows VM2 mode, with increased delivery points per sort plan, to maintain the same throughput as the VM4 mode
- Reduce the number of double feeds, decrease mail damage, and minimize manual intervention while feeding mail



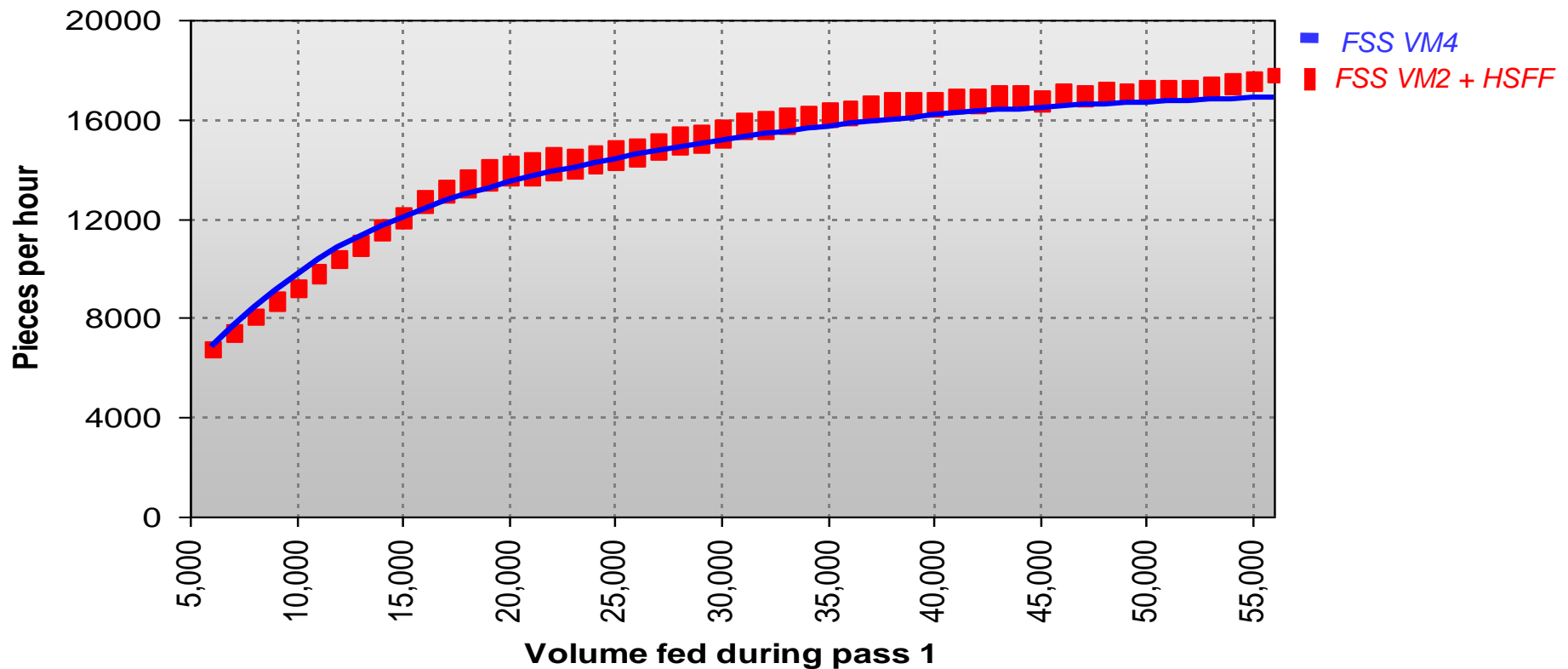
Operational Benefits to FSS

FSS Phase 1 With Four Feeders: Throughput Expectations



Operational Benefits to FSS

FSS + HSFF: Throughput Expectations



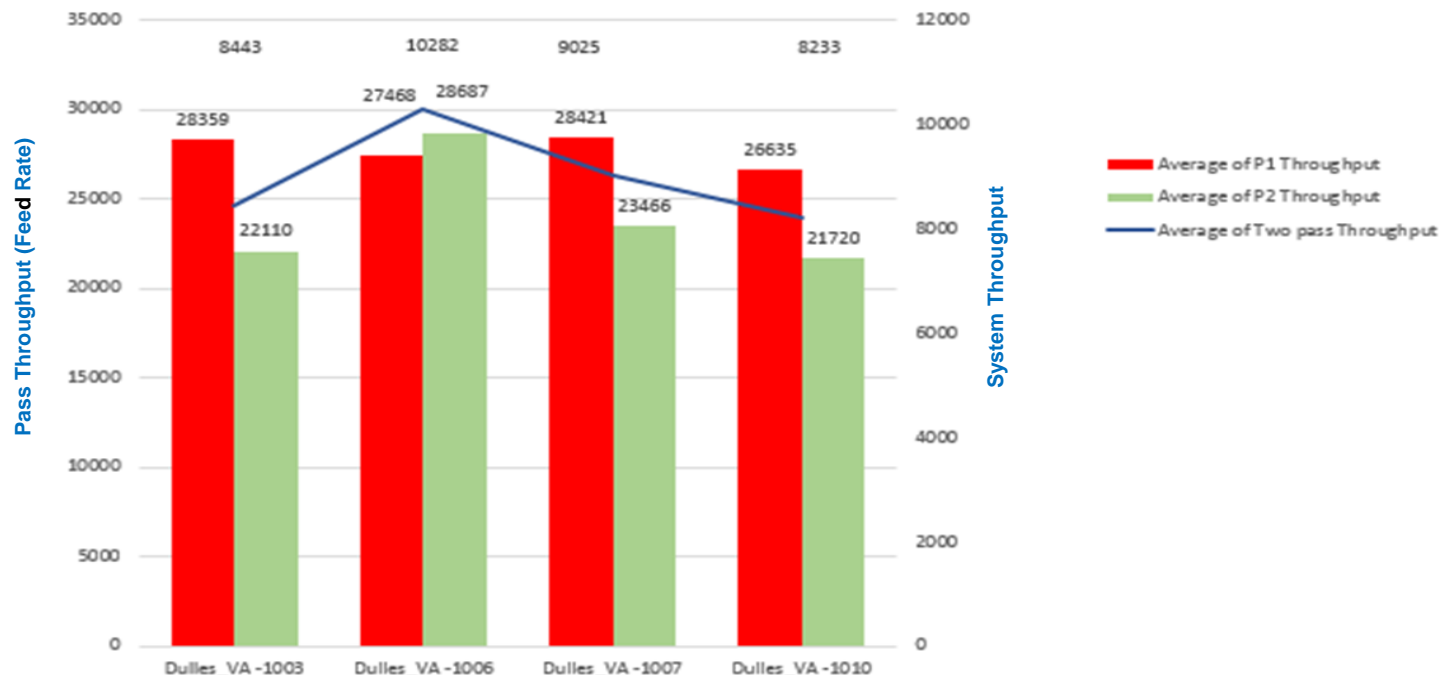
With 95% confidence, FSS machines equipped with HSFFs and running in VM2 mode will perform at the same 2-pass throughput rate as VM4

R&D Evaluation Plan

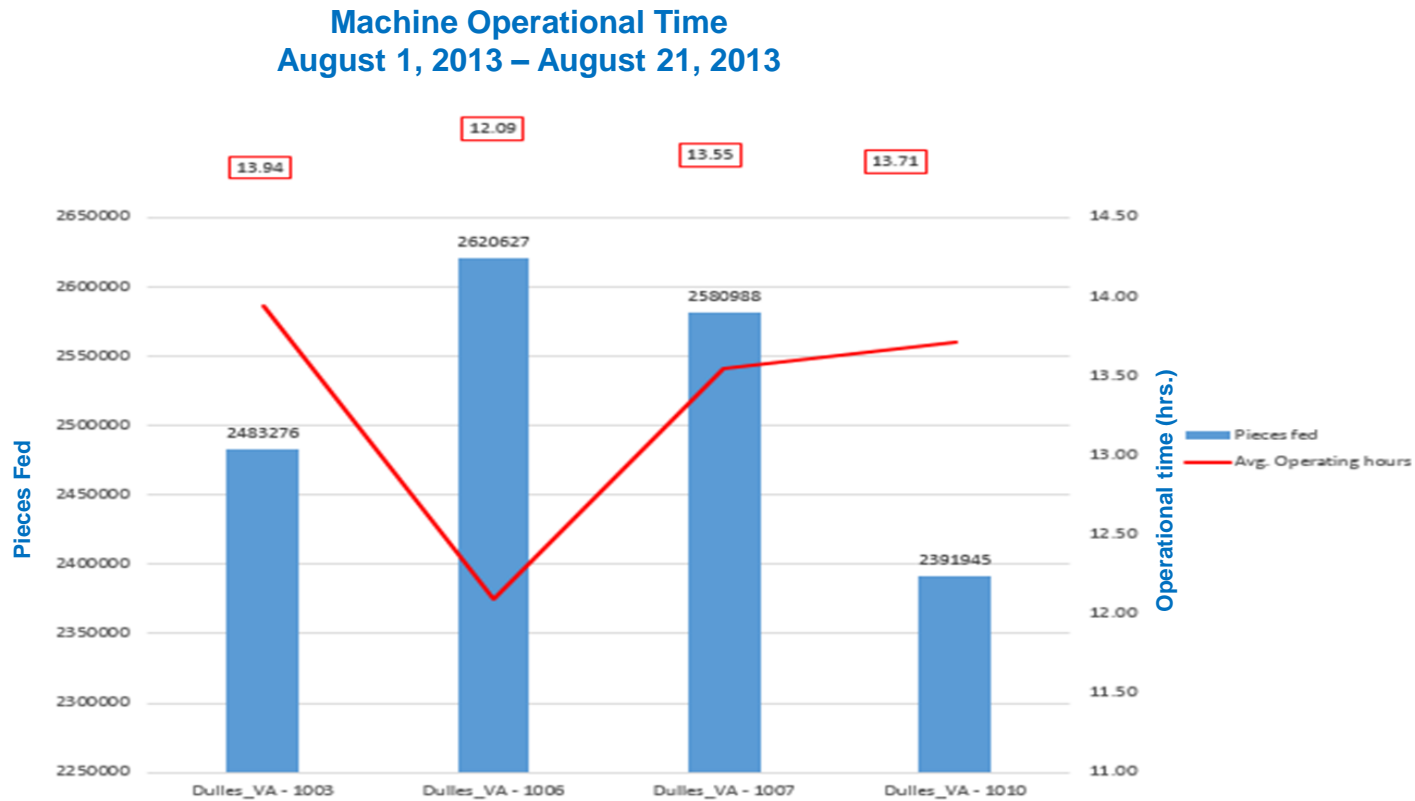
- Install HSFF (Completed) Jun 14
- “Live” mail evaluation (started) Jun 15
- Check Point 1 Sep 16
- Continue “Live” mail evaluation
 - Through Fall mailing season
- Check Point 2 Dec 9
- End “Live” mail Evaluation Jan 2014

Dulles FSS Machine Comparison All Runs

Average Throughput – All Runs
(August 1, 2013 – August 21, 2013)



Dulles FSS Machine Comparison All Runs



Future Benefits | Production

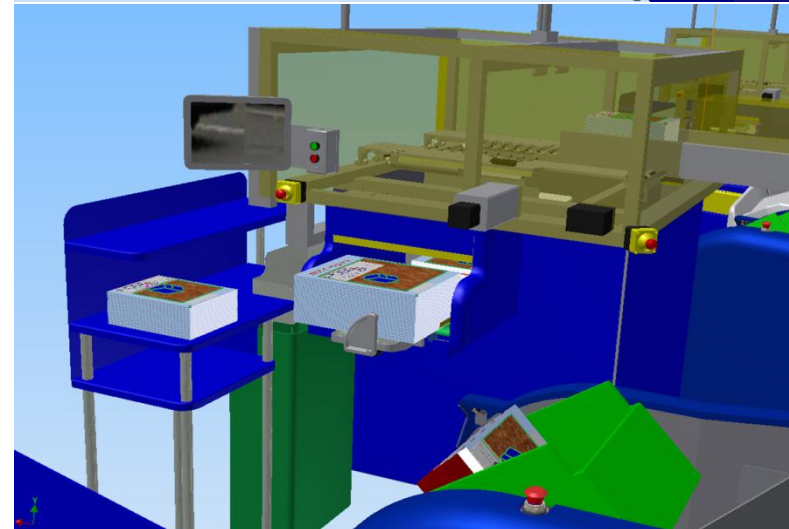
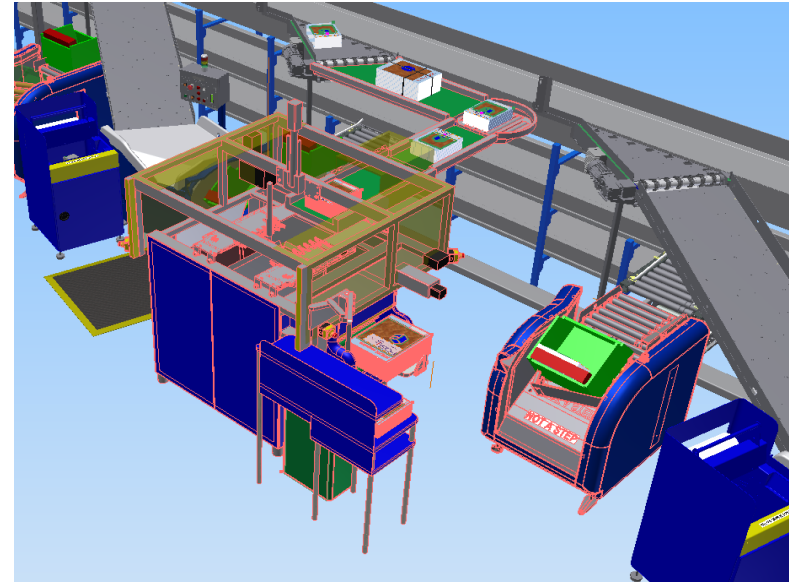
- Increased Mail Volume Processed Per day
 - FSS machines with HSFF | no additional changes
 - Process current mail with less sort plans, in less hours
 - FSS machines with HSFF | with changes
 - Re-pack / Add sort plans
 - Service more Zip Codes | Delivery Points
- Decreased mail damage
- Reduced double feeds | Improved Accept Rate

Forward Plan

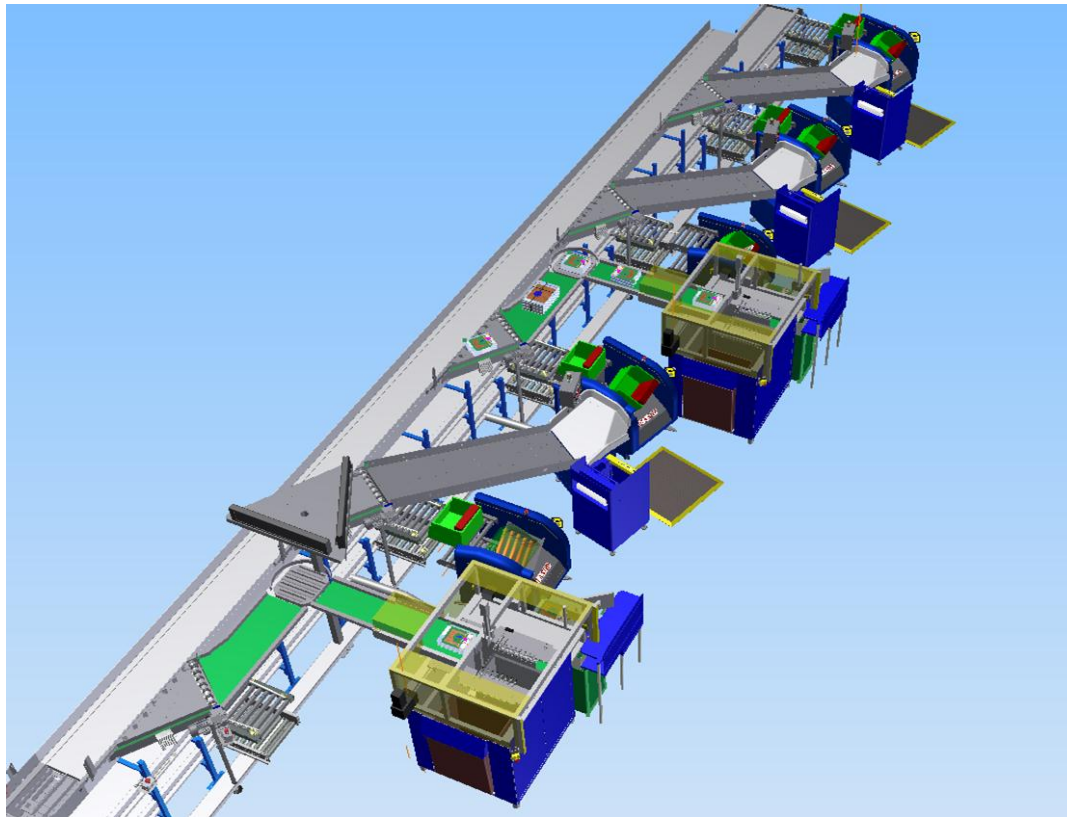
- **Pre-Production system evaluation**
 - Complete Technical Data Package Sep 2013
 - Complete field validation Jan 2014
 - Dulles P&DC
- **RFP** Spring 2014
- **Contract Award** Summer 2014
- **Deployment** Spring 2015

Flats Preparation Operations

- Evaluating feasibility of flats prep technology to reduce cost and increase productivity
 - Operator Assist technology – cutting of straps and removal of poly material from flat bundles
 - Automate loading of flat mail into ACT trays



Flats Preparation Operations – SAMP Interface



- **Current status**

- Design & drawings - completed
- Parts - ordered & received
- Mockup of the APPS Singulator – built
- Fabrication completed – May
- Assembled onto mockup & adjusted preliminary design – June
- Assembled onto Production APPS machine in Washington NDC – July
- Tested at Washington NDC – July
- Ordering parts and starting fabrication of pre-production unit - August

- **Next steps**

- Adjust Final Design - August
- Generate install manual and Finalize - August
- Complete build of pre-production Unit - early September
- Start building production quantities – September
- Start shipping/installing – Fall mailing season

Workgroup Updates

- WG 156 – Utilizing the Mail Optimization Matrix (MOP)
- WG 157 – Load Leveling
- WG 159 – HUBs
- UG 7 – MTEOR

- Utilizing the MOP to identify and organize improvement opportunities
- Current Status
 - Workgroup meetings complete
 - MOP and supporting documents developed
 - Created prioritized list of opportunities
- Final Step
 - Complete templates for submission of top opportunities to Mail Prep and Entry Steering Committee

MTAC Load Leveling Workgroup 157

- MTAC Workgroup 157 consists of:
 - First Class, Standard and Periodical Mailers
 - Mail Providers, Mail Owners
 - Software vendors
- Charter
 - Review the current processes and procedures for the load leveling of volumes across days of the week.
 - Strategize on future initiatives that would meet the objective of load leveling volumes across days of week.
 - Analyze future possible initiatives in a cost/benefit format to provide viable recommendations to the Postal Service.

- Develop strategies that will facilitate the load leveling of volume across days of the week.
- Model the impact of each strategy on the mail owners, software vendors, logistics and transportation providers, USPS operations and mail entry.
- Evaluate strategies for potential adoption and implementation.
- Recommend and/or establish guidelines for the consistent and predictable collection and dissemination of information, including updates for stakeholders.
- Gain a clearer understanding of stakeholders' expectations
- Identify/define potential technical or process changes that are needed by the mailing industry to accommodate the potential impact of load leveling.

SCF Standard Drops - Current

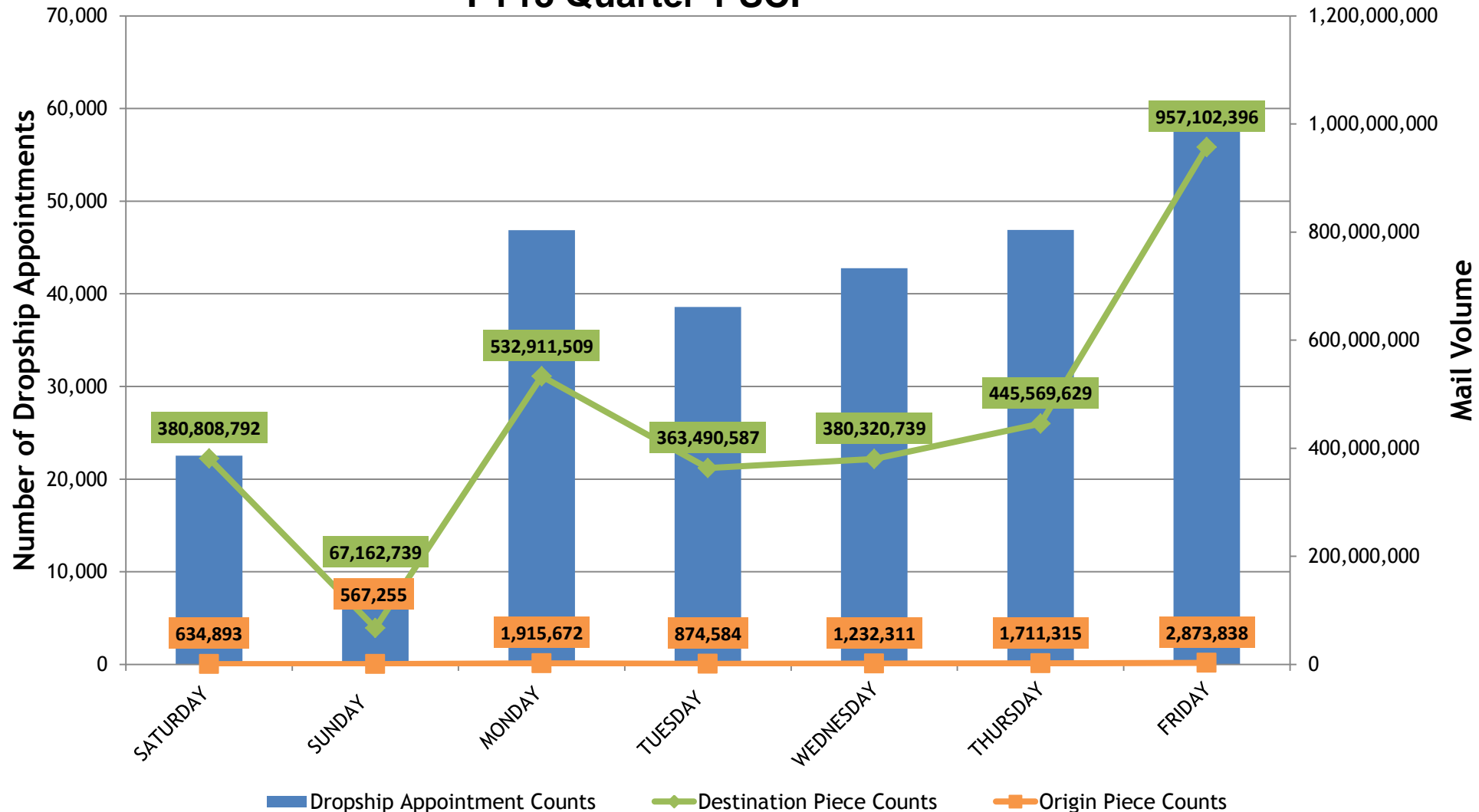
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Color code for Wednesday until 1600	Color code for Thursday until 1600	Color code for Friday until 1600	Color code for Saturday until 1600	All Day is color coded for Monday	Color code for Monday until 1600	Color code for Tuesday until 1600
1600 - Thurs Violet	1600 - Fri Yellow	1600 - Sat Pink	1600 - Monday		1600 - Tues Orange	1600 - Wed Green

NDC Standard Drops - Current

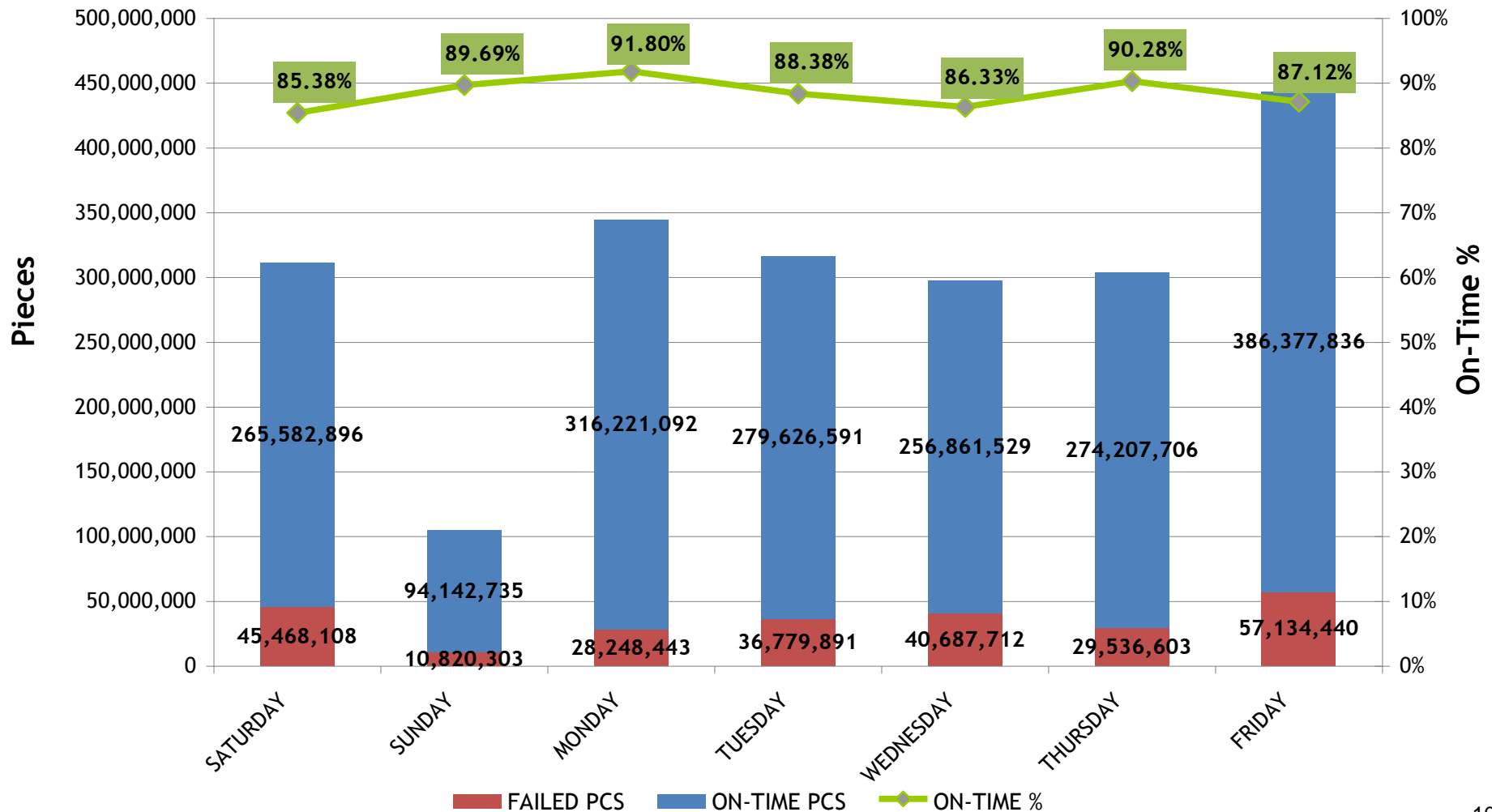
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Color code for Friday until 1600	Color code for Saturday until 1600	All Day we color code for Monday	Color code for Monday until 1600	Color code for Tuesday until 1600	Color code for Wednesday until 1600	Color code for Thursday until 1600
1600 - Sat Pink	1600 - Monday Blue		1600 - Tues Orange	1600 - Wed green	1600 - Thurs Violet	1600 - Fri Yellow

Most of the mail whether dropped at the SCF or NDC is earmarked for delivery on Monday

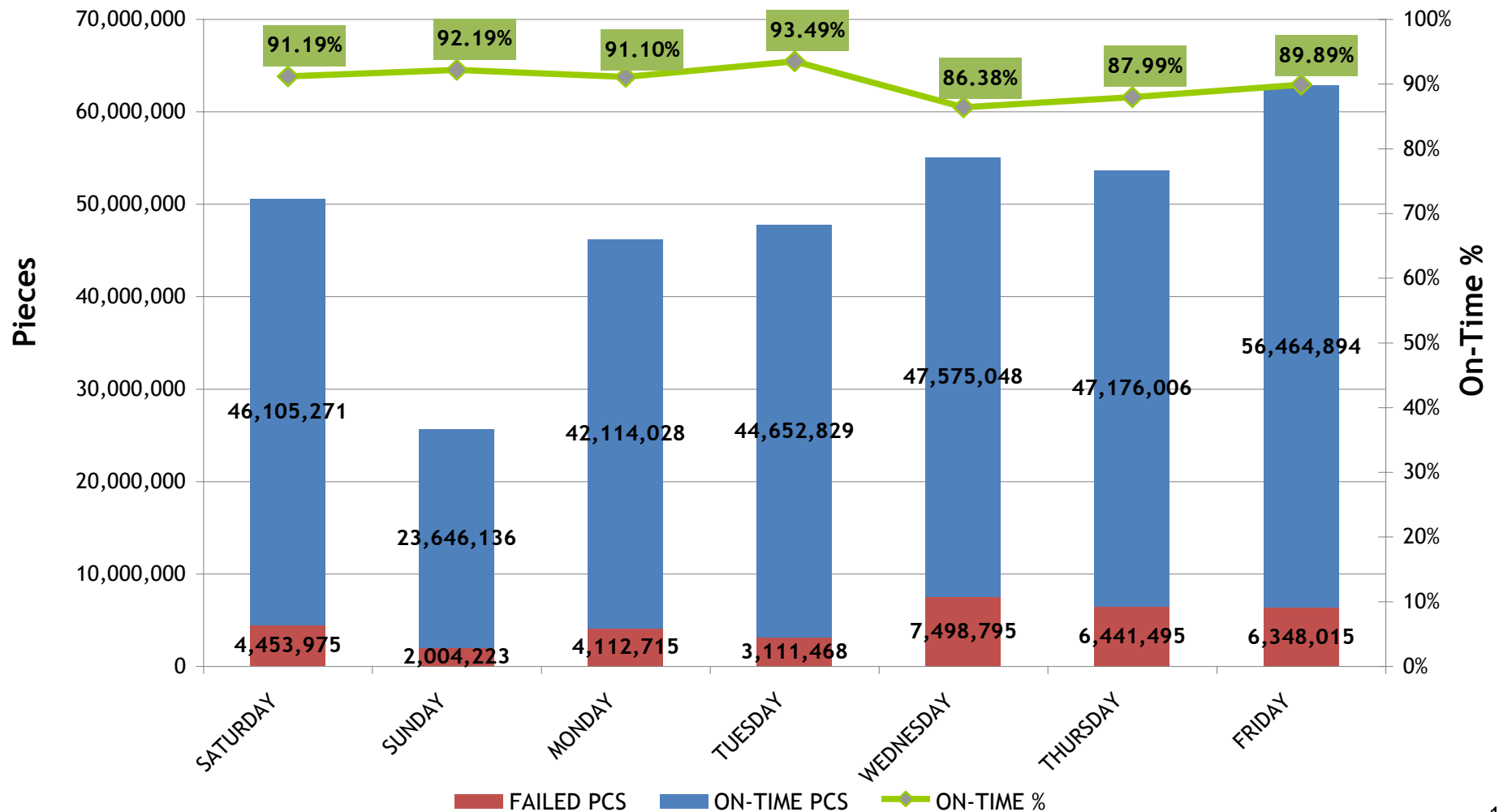
Dropship Appointments/Mail Volume By DOW FY13 Quarter 1 SCF



NATIONAL STC BY DAY OF THE WEEK ANALYSIS QTR 1 2013

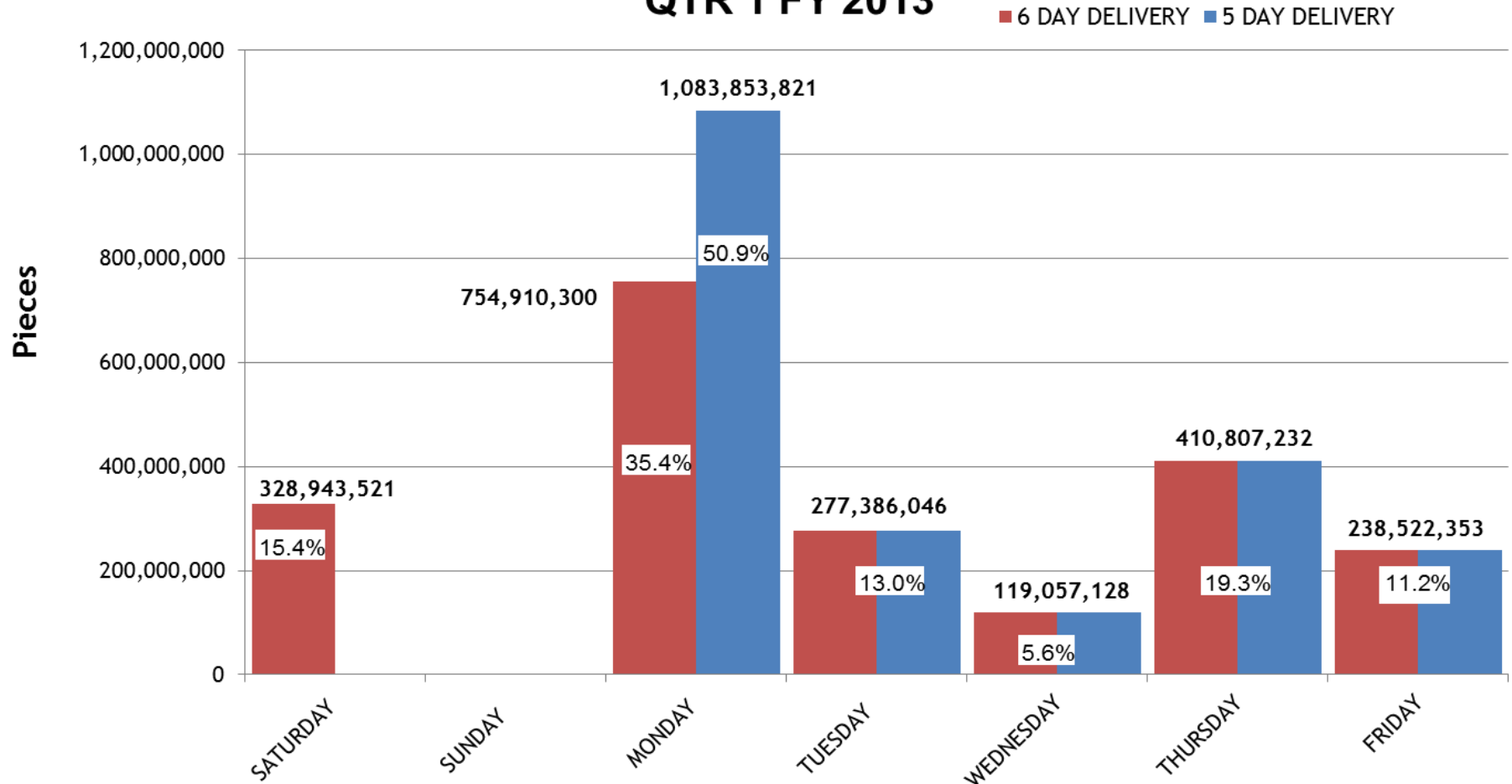


NATIONAL STC BY DAY OF THE WEEK ANALYSIS QTR 1 2013

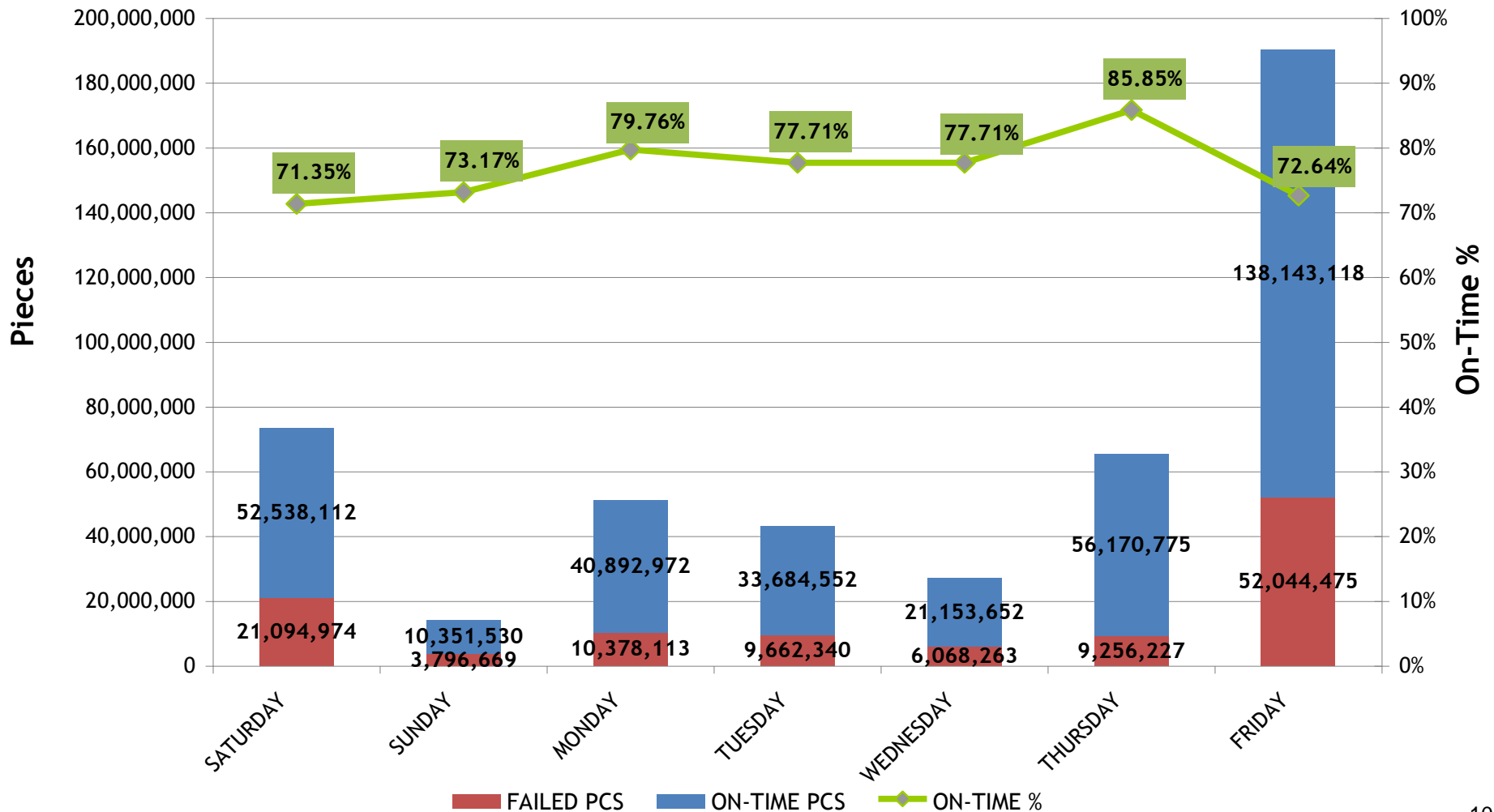


Destination Entry STD Letters Delivery Day Volumes Analysis

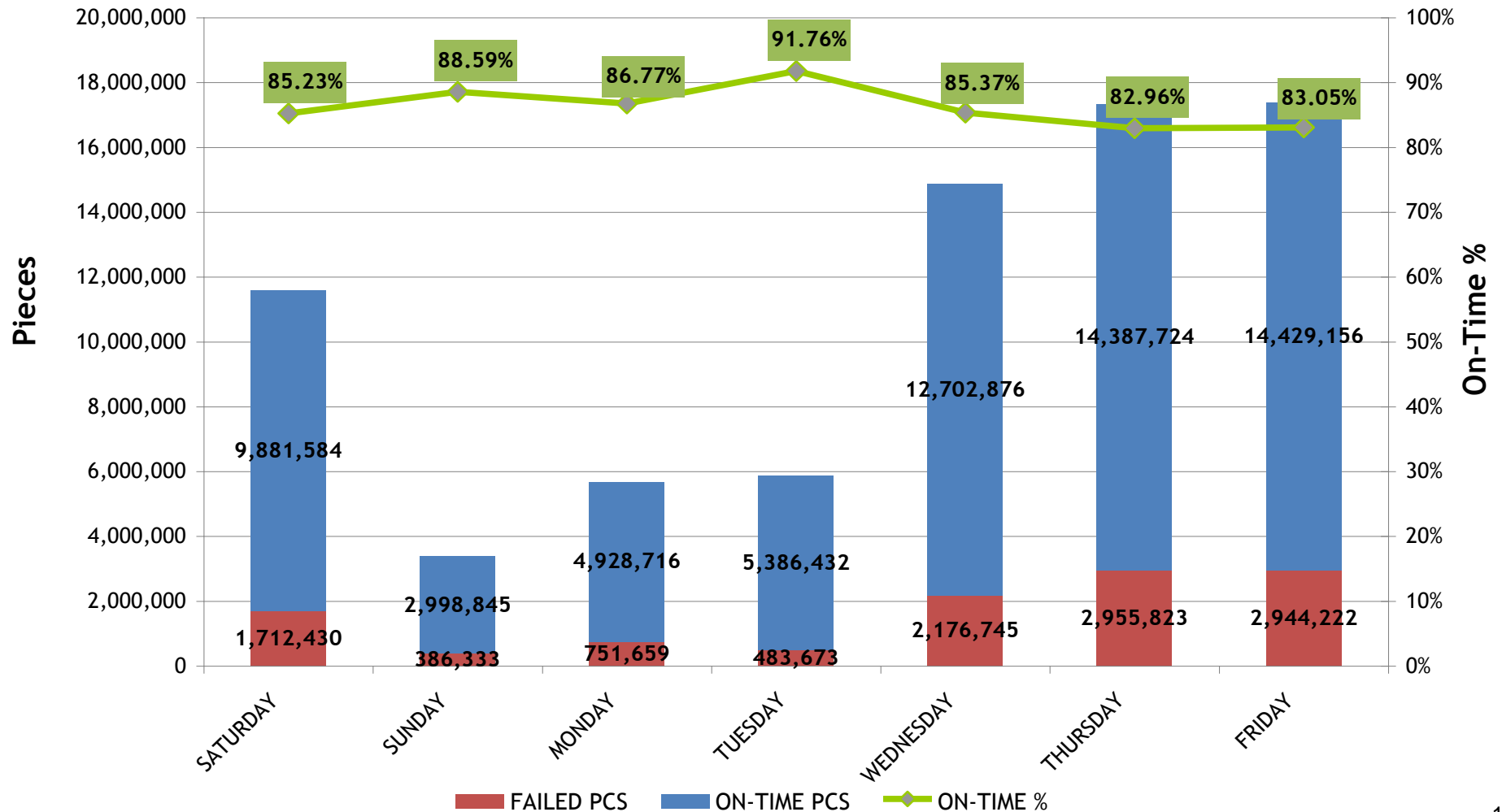
Standard Letters Delivery Day Volumes QTR 1 FY 2013



NATIONAL STC BY DAY OF THE WEEK ANALYSIS QTR 1 2013

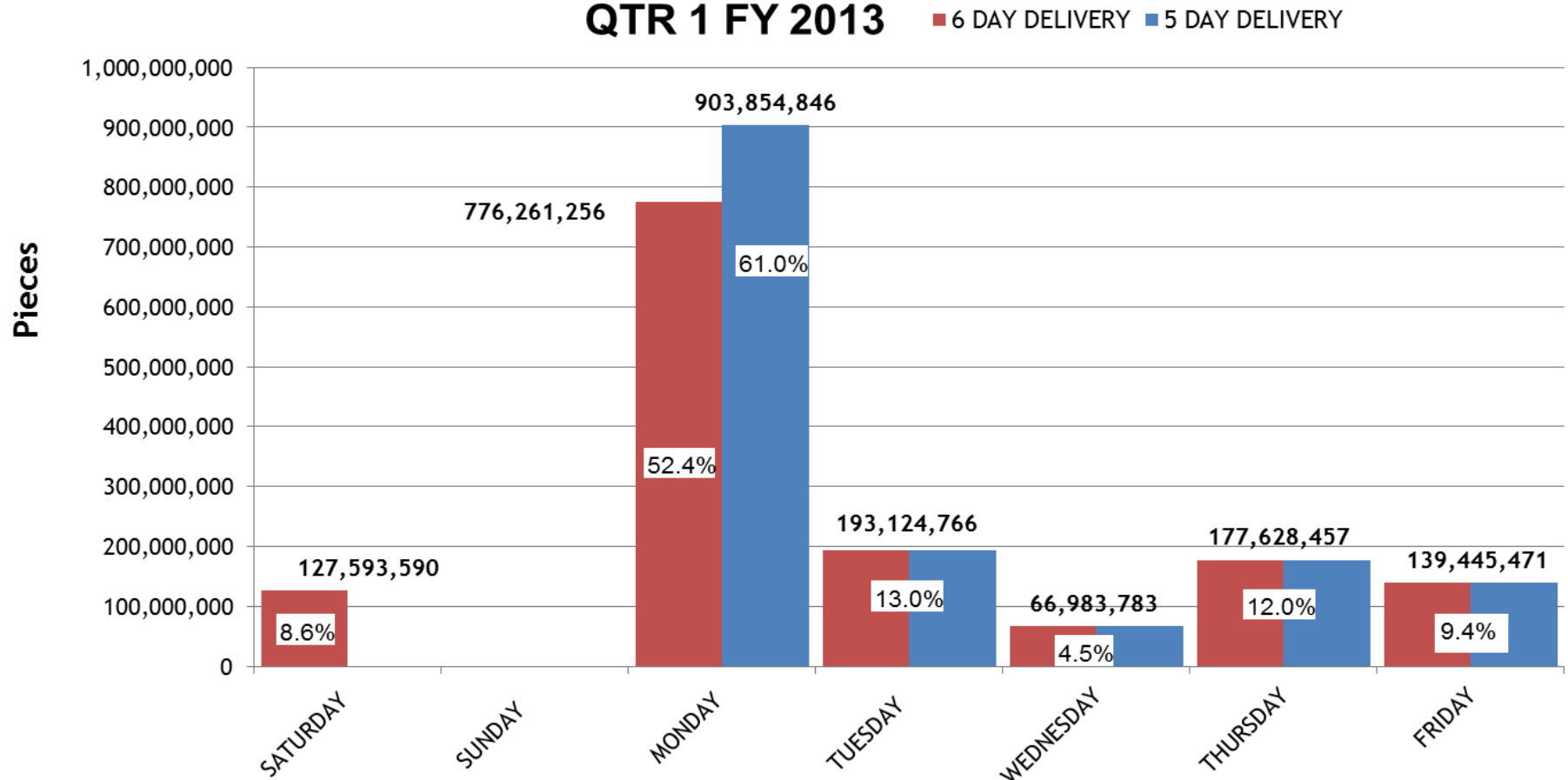


NATIONAL STC BY DAY OF THE WEEK ANALYSIS QTR 1 2013

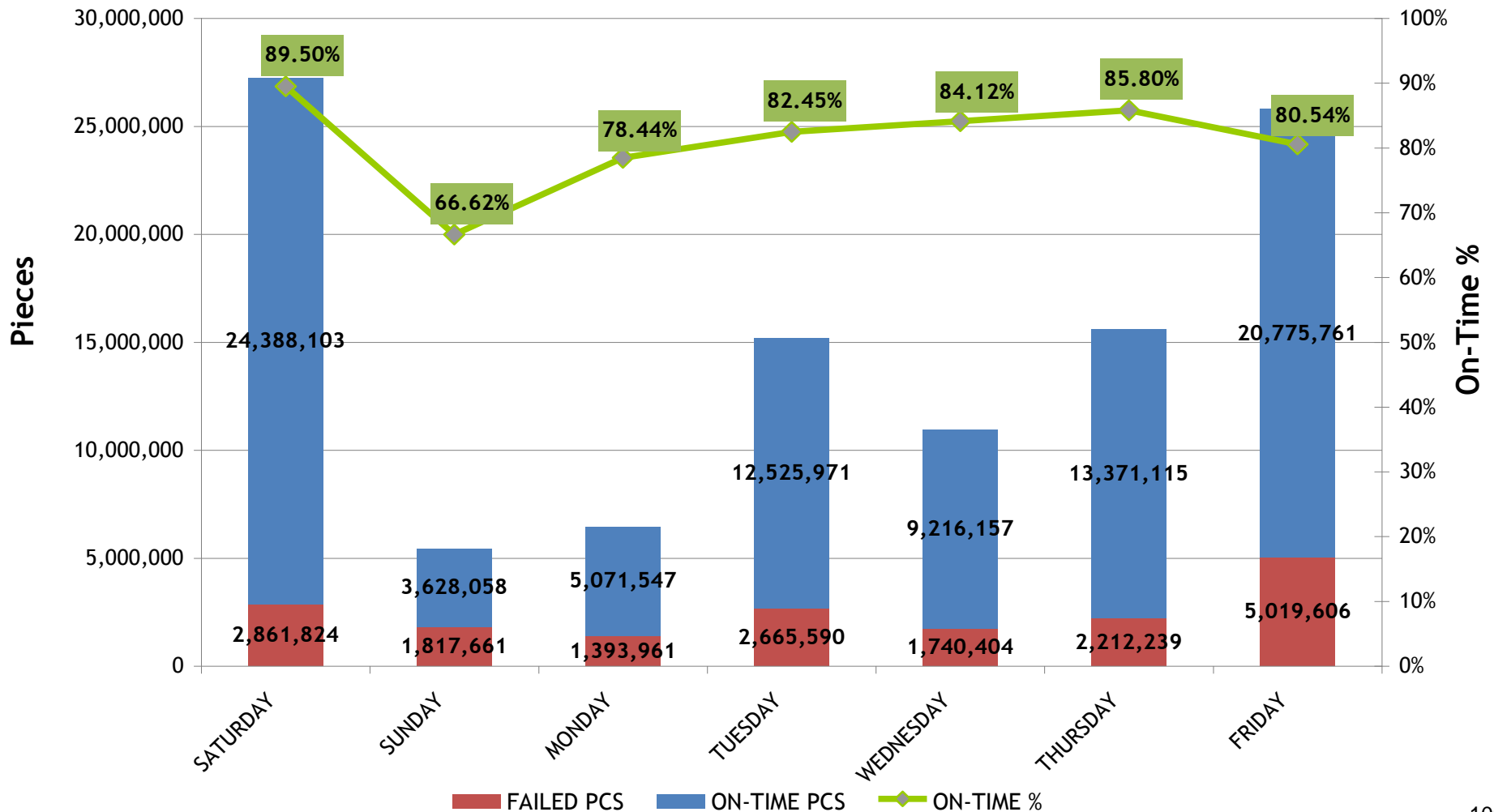


Destination Entry STD Flats Delivery Day Volumes Analysis

Standard Flats Delivery Day Volumes QTR 1 FY 2013

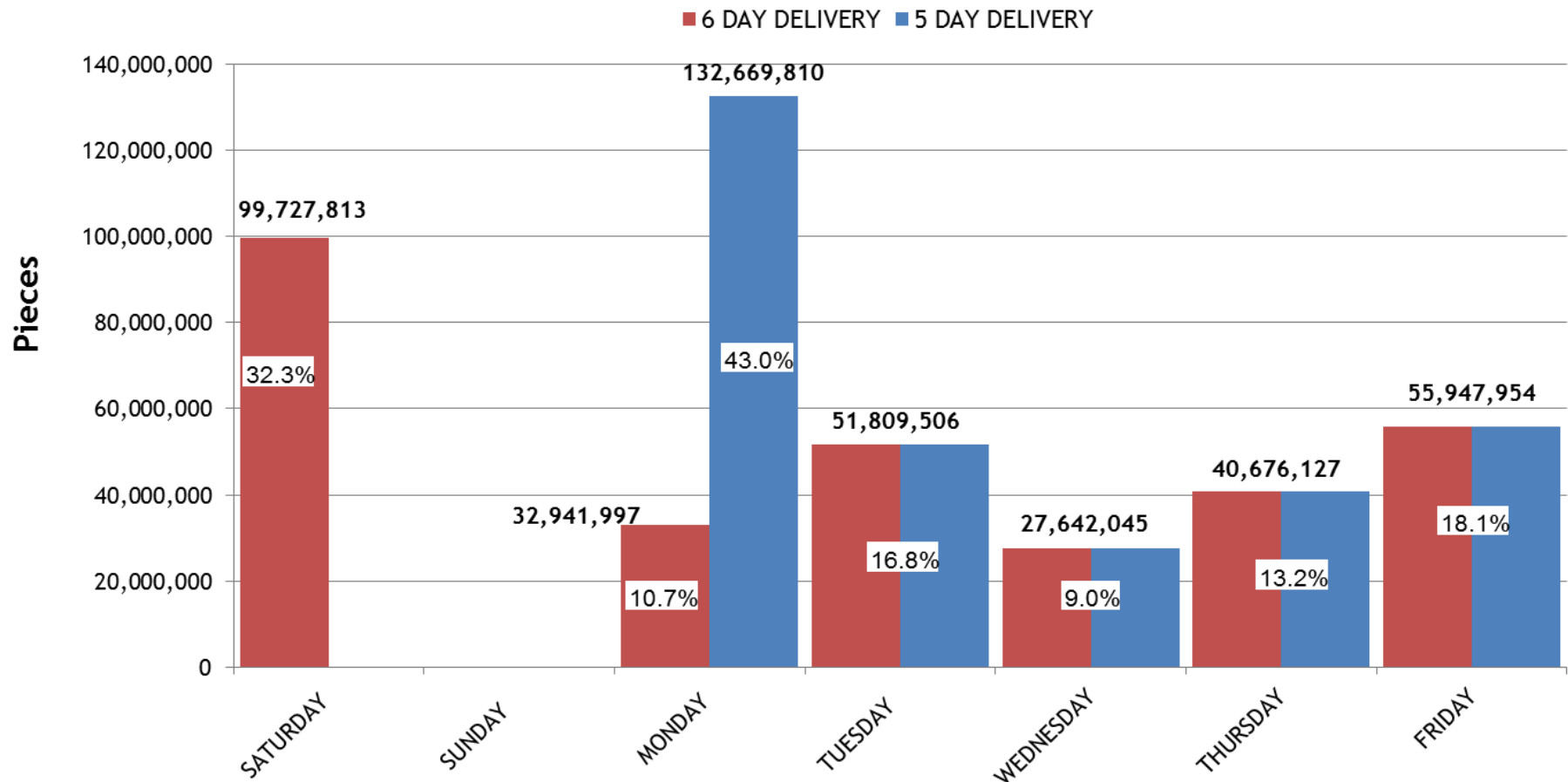


NATIONAL STC BY DAY OF THE WEEK ANALYSIS QTR 1 2013



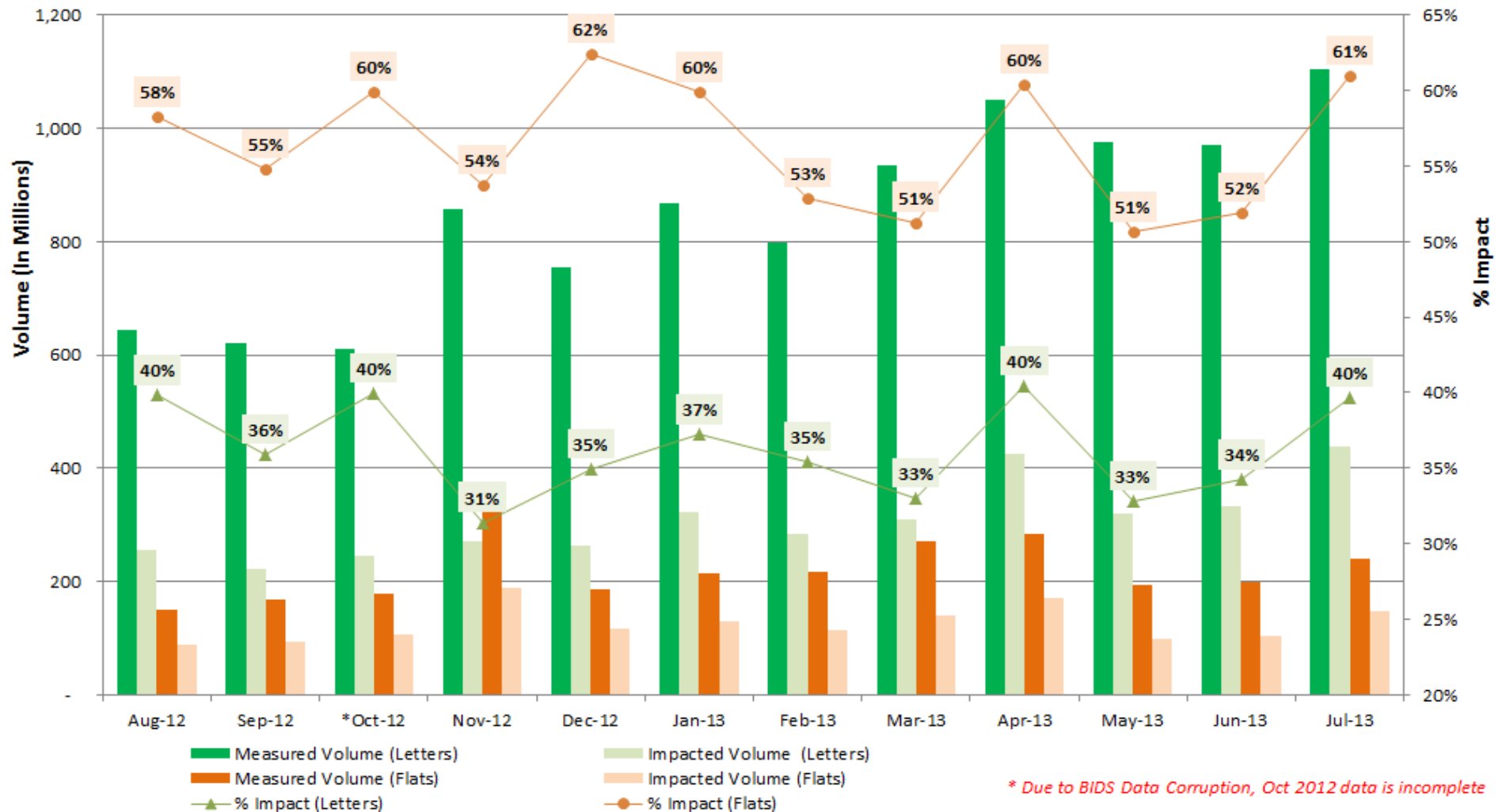
SCF Destination Entry Periodicals Delivery Day Volumes Analysis

SCF Periodicals Flats QTR 1 FY 2013

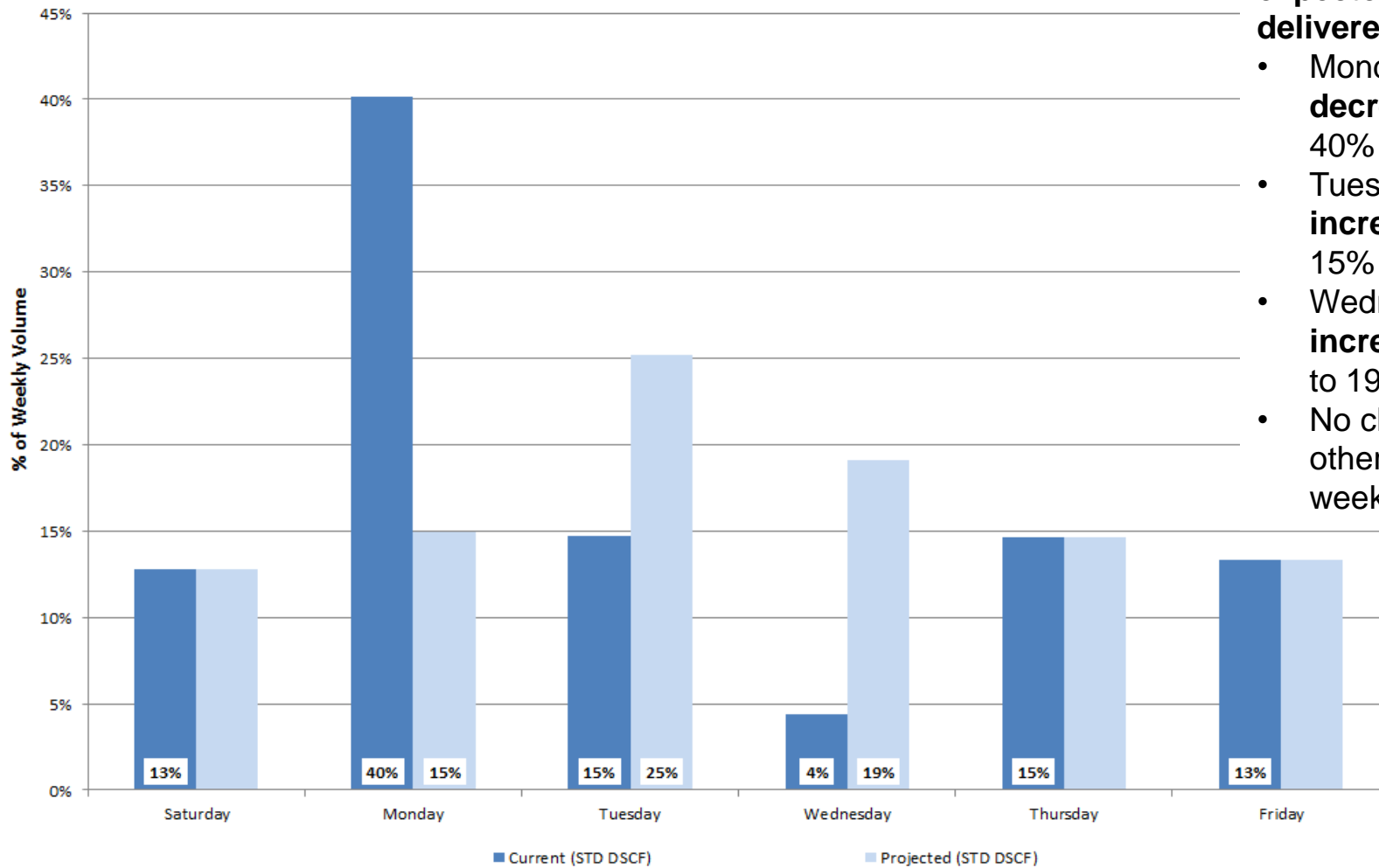


Based on historical data, ~40% of Standard DSCF Mail is projected to be impacted if Sunday was a non-processing day.

- Letters impacted ~36%; Flats impacted ~56%



If Sunday was a non-processing day, the variation in Standard DSCF mail volume by expected day of delivery is projected to decrease from a standard deviation of 12% to 5%



% of week's volume expected to be delivered on:

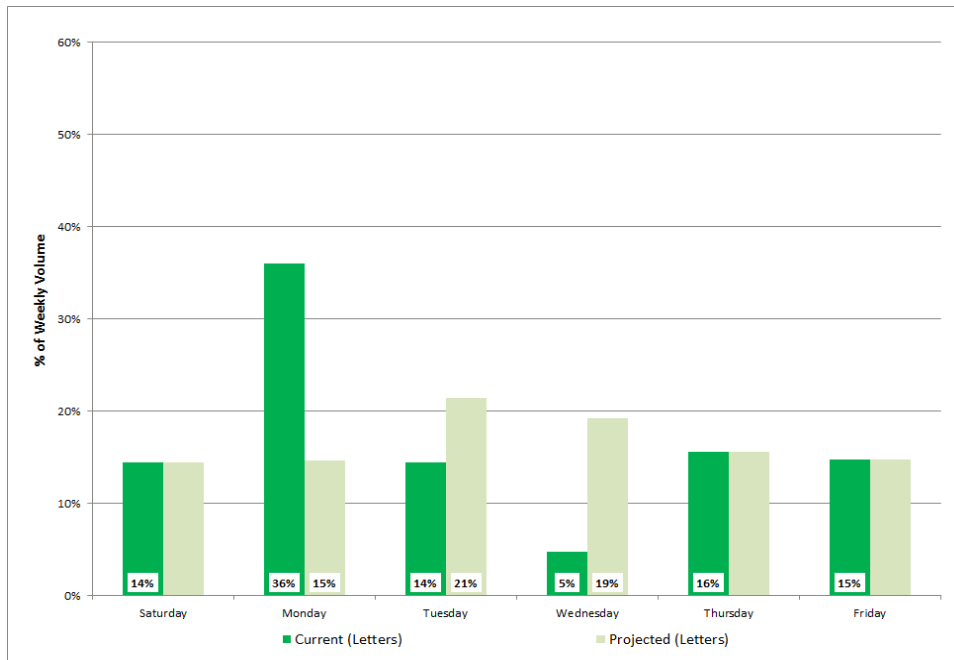
- Monday would **decrease** from 40% to 15%
- Tuesday would **increase** from 15% to 25%
- Wednesday would **increase** from 4% to 19%
- No change on other days of the week

Standard deviation for daily Standard DSCF Letters mail volume is projected to decrease from 10% to 3%; For Flats, it is projected to decrease from 20% to 12%

Standard DSCF Letters

% of week's volume expected to be delivered on:

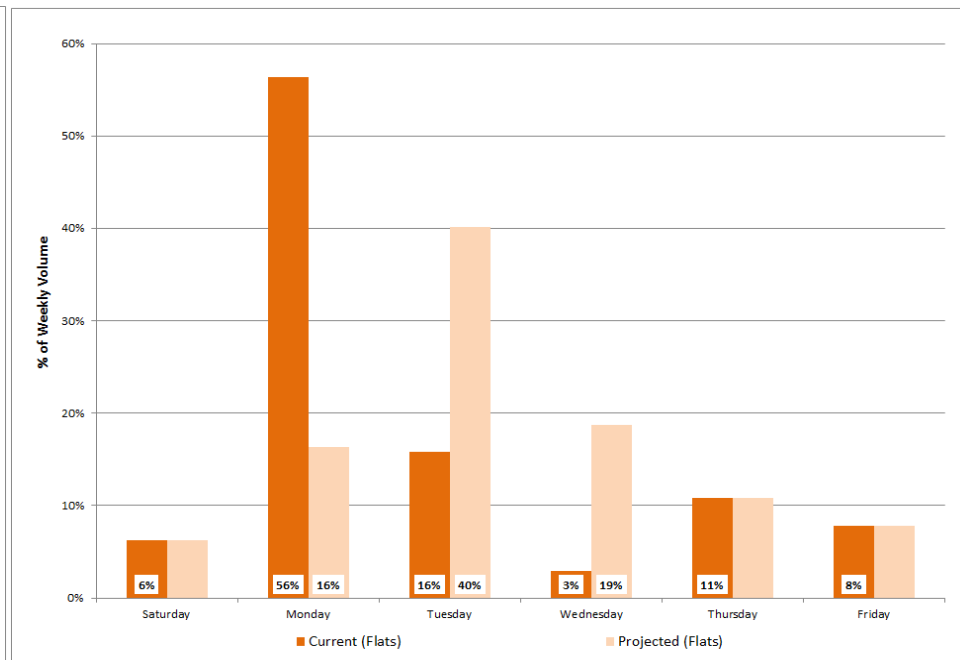
- Monday would **decrease** from 36% to 15%
- Tuesday would **increase** from 14% to 21%
- Wednesday would **increase** from 5% to 19%



Standard DSCF Flats

% of week's volume expected to be delivered on:

- Monday would **decrease** from 56% to 16%
- Tuesday would **increase** from 16% to 40%
- Wednesday would **increase** from 3% to 19%



SCF Standard Drops - Current

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Color code for Wednesday until 1600	Color code for Thursday until 1600	Color code for Friday until 1600	Color code for Saturday until 1600	All Day is color coded for Monday	Color code for Monday until 1600	Color code for Tuesday until 1600
1600 - Thurs Violet	1600 - Fri Yellow	1600 - Sat Pink	1600 - Monday		1600 - Tues Orange	1600 - Wed Green

SCF Standard Drops - Future

South Jersey Test

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Color code for Wednesday until 1600	Color code for Thursday until 1600	Color code for Friday until 1600	Color code for Saturday until 1600	Color code for Monday until 1600	Color code for Tuesday until 1600	All day is color coded for Wednesday
1600 - Thurs Purple	1600 - Fri Yellow	1600 - Sat Pink	1600 - Monday Blue	1600 - Tues Orange	1600 - Wed Green	

Taking out Sunday as a transit day will smooth the mail volumes across days of the week

- Two weekends in September 9/14 and 9/21
- South Jersey will be the test site
- Standard mail only – Letters and Flats
- Change color code according to new layout
- Analyze the results
 - Impact to the industry
 - Hours saved
 - Volume to carriers across Monday and Tuesday
 - Impact in five day environment

- HUB Workgroup kick – off
 - June 24, 2013
- Weekly meetings to discuss
 - Use of HUBS for each mail class and shape
 - System changes

MTEOR

The purpose of the user group is to identify and recommend opportunities for future enhancements to the MTEOR program.

Co-Leaders: Industry - Steve Colella

USPS - Nancy Paradise

Kick-off: July 23, 2013

Meeting: Every three weeks

MTEOR Enhancements - Areas of Focus

- ☐ Ease of Use
- ☐ Communication
- ☐ Mailer order history reporting
- ☐ Report generation capabilities

MTEOR Update

❑ MTEOR continues to be successfully used by Mailers and Postal Plants:

MTEOR – MTESC Mailer

- **Orders (since September 5, 2013)**
 - **443 MTESC Mailers** are currently registered for MTEOR
 - **29,092 orders** were placed through MTEOR
 - Over **\$285 million worth of MTE** ordered
- **Inventory (since April 15, 2013)**
 - **405 Mailers reported** their inventory at least once (91% of total)
 - **54 Mailers have reported** every week (12% of total)
 - **38 Mailers have never reported** (9% of total)

MTEOR – Plant

- **Orders (since April 15, 2013)**
 - **332 Postal plants** are currently using MTEOR
 - **11,497 orders** were placed through MTEOR
 - Over **\$105 million worth of MTE** was ordered through MTEOR

- **What is it?**

- Phase 2.a provides the ability to order MTE from Postal plants

- **Who does it impact?**

- **Local Mailers** – Mailers who only pick up MTE from Postal Plants will use MTEOR to request MTE
 - **MTE SC Mailers** – Mailers who currently receive MTE directly from the MTE SC will use MTEOR to either order directly from the MTE SC or pick up from a Postal plant
 - MTE SC Mailers should order MTE from the MTE SC first
 - MTE SC Mailers should only request MTE from a Postal plant if they are willing to pick up the MTE themselves and the MTE SC cannot fulfill their demand

❑ **The launch timeline is:**

- **Pilot launch at three pilot plants and approximately 125 Local Mailers on October 7, 2013**

Indianapolis
P&DC

Santa Ana
P&DC

South Jersey
P&DC

- Full launch beginning February 2014 in a phased roll-out by Area

❑ **We are working with Mailers and Postal plants to enhance the existing applications and prepare for the upcoming pilot**

- MTAC Workgroup
- MTEOR Plant Collaboration Group (MPCG)





UNITED STATES POSTAL SERVICE® Training and Communication Schedule

	August 2013			September 2013					October 2013			
	Wk. of 8/12	Wk. of 8/19	Wk. of 8/26	Wk. of 9/02	Wk. of 9/09	Wk. of 9/16	Wk. of 9/23	Wk. of 9/30	Wk. of 10/07	Wk. of 10/14	Wk. of 10/21	Wk. of 10/28
Bulletins												
August Bulletin		◆										
September Bulletin						◆						
October Bulletin										◆		
Training Webinars												
Local Mailers								◆	◆			
MTESSC Mailers								◆	◆			
MTAC Meetings												
Full Group			◆									
User Group #7				◆			◆			◆		
RIBBS Website												
Launch of Local Mailer Page					◆							
FAQs Posted					◆							
Other Communications to Pilot Mailers												
Launch E-Mails					◆	◆	◆	◆	◆			
Feedback Survey												◆

Launch

- **New MTEOR Dashboard launches October 7, 2013**
 - Users will now be able to view key information such as *MTESC Order History*, *Inventory History*, and the *MTE Catalog* on separate tabs on the dashboard rather than viewing them all on one page

[Home](#) | [Gateway](#) | [Logout](#)

Mail Transport Equipment Ordering System Dashboard

MTE Delivery Address / Facility

NASS: 302SM - BIG MAILER 2 - 3730 LAS KANSAS BLVD S, LAS VEG.

+ Create New Order

✎ Report Inventory

- Before placing a New Order, review Order History by selecting specific orders. Orders may be changed by withdrawing an existing order and placing a new order
- Inventory must be reported each Wednesday by 11:59 PM

MTESCS Order History

Inventory History

MTE Catalog

To 'View' or 'Export/Print' order details, see instructions below:

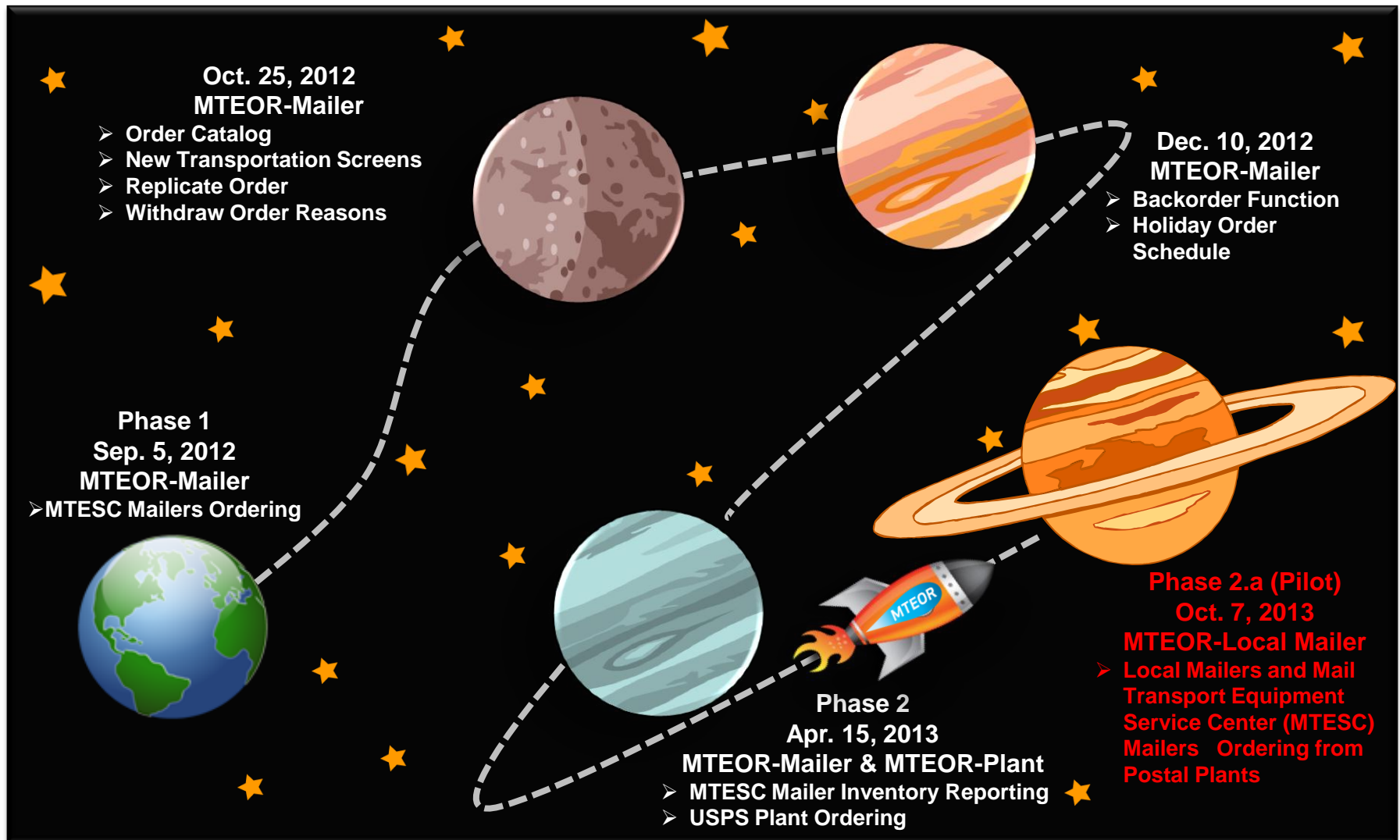
- View - select the box or boxes to the left of the order number(s) and click on 'View Details'
- Export/Print - from the order details screen, select the 'Print' or 'Excel Sheet' button

MTEOR 'History for MTESC orders' details are stored for up to 30 days after 'dispatch' date

<input type="checkbox"/>	Order Number	Status	Dispatch Date	Date Placed	User
<input type="checkbox"/>	0002412568	PLACED	07/24/2013	07/11/2013	sritestdevmt
<input type="checkbox"/>	0002412576	WITHDRAWN	08/08/2013	07/22/2013	sritestdevmt
<input type="checkbox"/>	0002412585	WITHDRAWN	08/20/2013	07/31/2013	sritestdevmt
<input type="checkbox"/>	0002412589	PLACED	08/20/2013	08/01/2013	sritestdevmt
<input type="checkbox"/>	0002412588	WITHDRAWN	08/21/2013	08/01/2013	sritestdevmt

View Details

- Need MTEOR Help? Call 1-866-330-3404 or email the Help Desk at MTEOR@USPS.gov



Mail Prep & Entry

Steering Committee Update

- 116 ideas submitted to date
 - 35 closed
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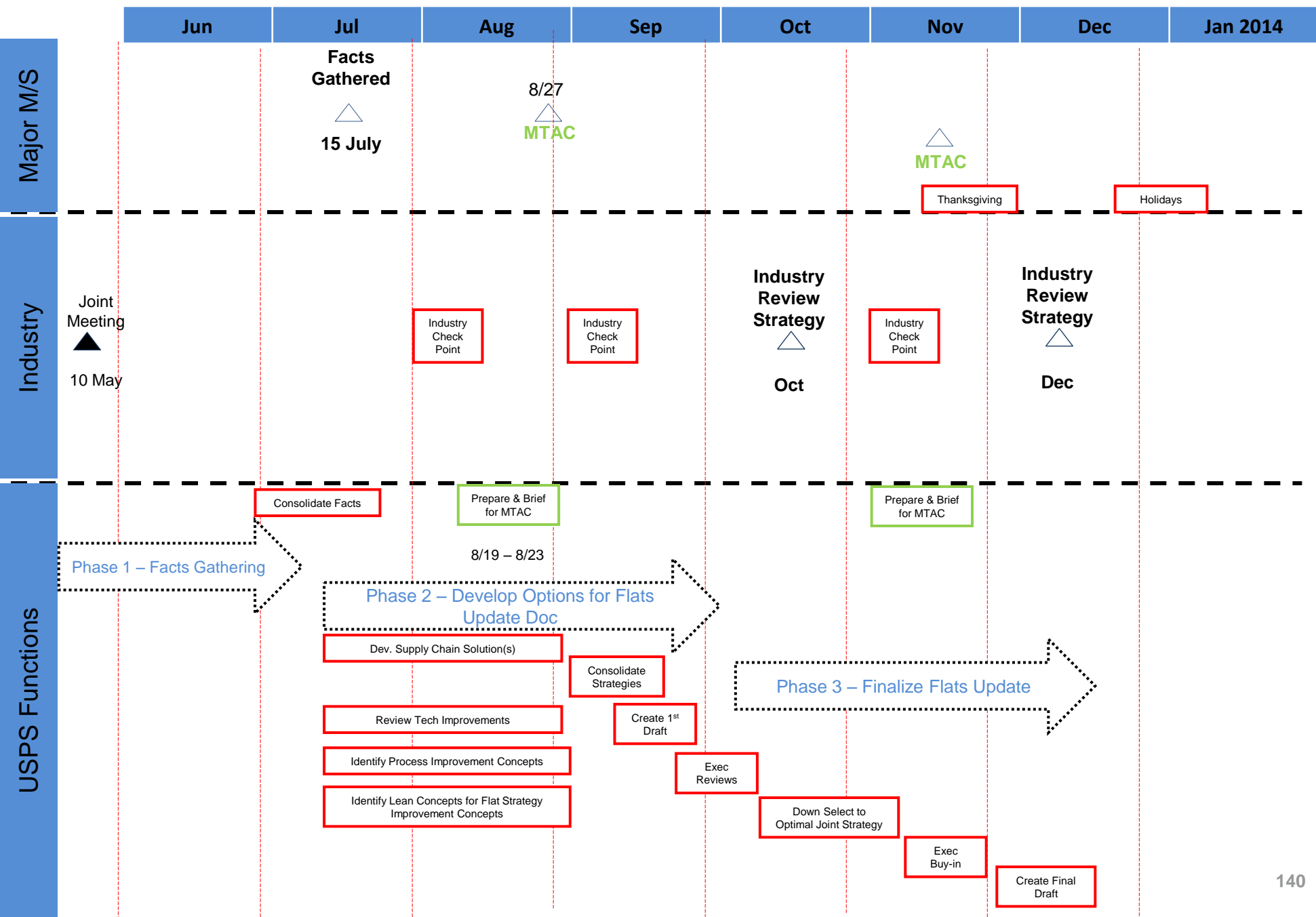




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Network Rationalization Open Discussion

Progress to Date of Consolidations

Area	Full			Originating Only			Destinating Only			Total
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EA	8	2	0	2	0	0	20	2	0	34
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129 (87.8%) of 2013 Consolidations Completed

Progress to Date of FY13 Mail Moves Calendar

Area	Completed to date	August	September	October	December	TBD	Total
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Northeast	29	2	15	0		1	47
Pacific	16	0	0	0	1	0	17
Southern	145	0	4	0		0	149
Western	190	0	13	0		0	203
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92.8% of Mail Moves Completed

Mail Direction File & Labeling Lists Open Discussion

Open Discussion



MTAC

Mail Prep & Entry Focus Group

Packages Track

August 28, 2013

- Packages Track
 - Action Items from Last Meeting
 - Workgroup Updates
 - MTEOR Update
 - Mail Prep & Entry Steering Committee Update
 - Network Rationalization Open Discussion
 - Open Discussion

- Action Items from Last Meeting
 - Investigate non-machineable package pricing anomaly
 - Post MOP Matrix & Flows on MITS
 - Investigate system issues with redirection exceptions for eVS

Workgroup Updates

- WG 154 – Alignment of Parcel Dropship Files and Labeling Lists
- WG 156 – Utilizing the Mail Optimization Matrix (MOP)
- WG 157 – Load Leveling
- WG 159 – HUBs
- UG 7 – MTEOR

- Alignment of Parcel Dropship Files and Labeling Lists
 - System changes
 - Align L606 and FAST Mail Direction File
 - Align pre-sort and entry with Parcel File
 - Long term suspension of parcel file
 - Weekly publication of mail direction file (5-digit)
 - 30-day grace date for mail direction file
 - Quarterly update to labeling lists (no change)
 - Implementation January 2014

- Utilizing the MOP to identify and organize improvement opportunities
- Current Status
 - Workgroup meetings complete
 - MOP and supporting documents developed
 - Created prioritized list of opportunities
- Final Step
 - Complete templates for submission of top opportunities to Mail Prep and Entry Steering Committee

- HUB Workgroup kick – off
 - June 24, 2013
- Weekly meetings to discuss
 - Use of HUBS for each mail class and shape
 - System changes
- Implementation
 - January 2014

MTEOR

The purpose of the user group is to identify and recommend opportunities for future enhancements to the MTEOR program.

Co-Leaders: Industry - Steve Colella

USPS - Nancy Paradise

Kick-off: July 23, 2013

Meeting: Every three weeks

MTEOR Enhancements - Areas of Focus

- ☐ Ease of Use
- ☐ Communication
- ☐ Mailer order history reporting
- ☐ Report generation capabilities

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UNITED STATES
POSTAL SERVICE

MTAC

Mail Prep & Entry Focus Group

First-Class Track

August 28, 2013

■ First-Class Track

- Action Items from Last Meeting
- Workgroup Updates
- CFS/PARS Consolidation
- MTEOR Update
- Mail Prep & Entry Steering Committee Update
- Update on Flats Strategy
- Remittance Mail – Earned Value Initiative
- Network Rationalization Open Discussion
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- Action Items from Last Meeting
 - Investigate Puerto Rico PARS issue
 - Provide CFS.PARS site list and associated ZIP Mapping
 - MOP – Map out forward and undeliverable mailflows
 - MTE SC – quality check of plants sending MTE
 - Fall Mailing Season Webinar
 - MTEOR Update Webinar
 - Evaluate providing enhanced tracking data in next Earned Value Initiative
 - Provide Industry Alerts for Labeling Lists and Mail Direction File Changes
 - Message need for 6 Month Lead time for 6 to 5 Day

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CFS/PARS Consolidation

- USPS has reduced to 22 CFS Units operating in 2013
 - Consolidated to increase efficiency of remaining CFS units
 - Reductions due to PARS and individual Area initiatives
 - Memphis TN CFS has been relocated to Jackson TN
 - Potential move of Philadelphia PA CFS to Southeastern PA
- Further CFS consolidations are dependent on the implementation of:
 - Remote Forwarding System (RFS)
 - FPARS (PARS for flats) – deployment in 2015
- PARS CIOSS processing operations now consolidated to 66 plants
 - Activated CIOSS processing at San Juan PR in July 2013
 - Plants without CIOSS processing operations are “feeder” plants, sending PARS letters to CIOSS plants for CIOSS processing
 - Consolidated to increase efficiency of CIOSS operations
 - Continue CIOSS site consolidations in 2014, reducing from 66 to 63 CIOSS processing plants

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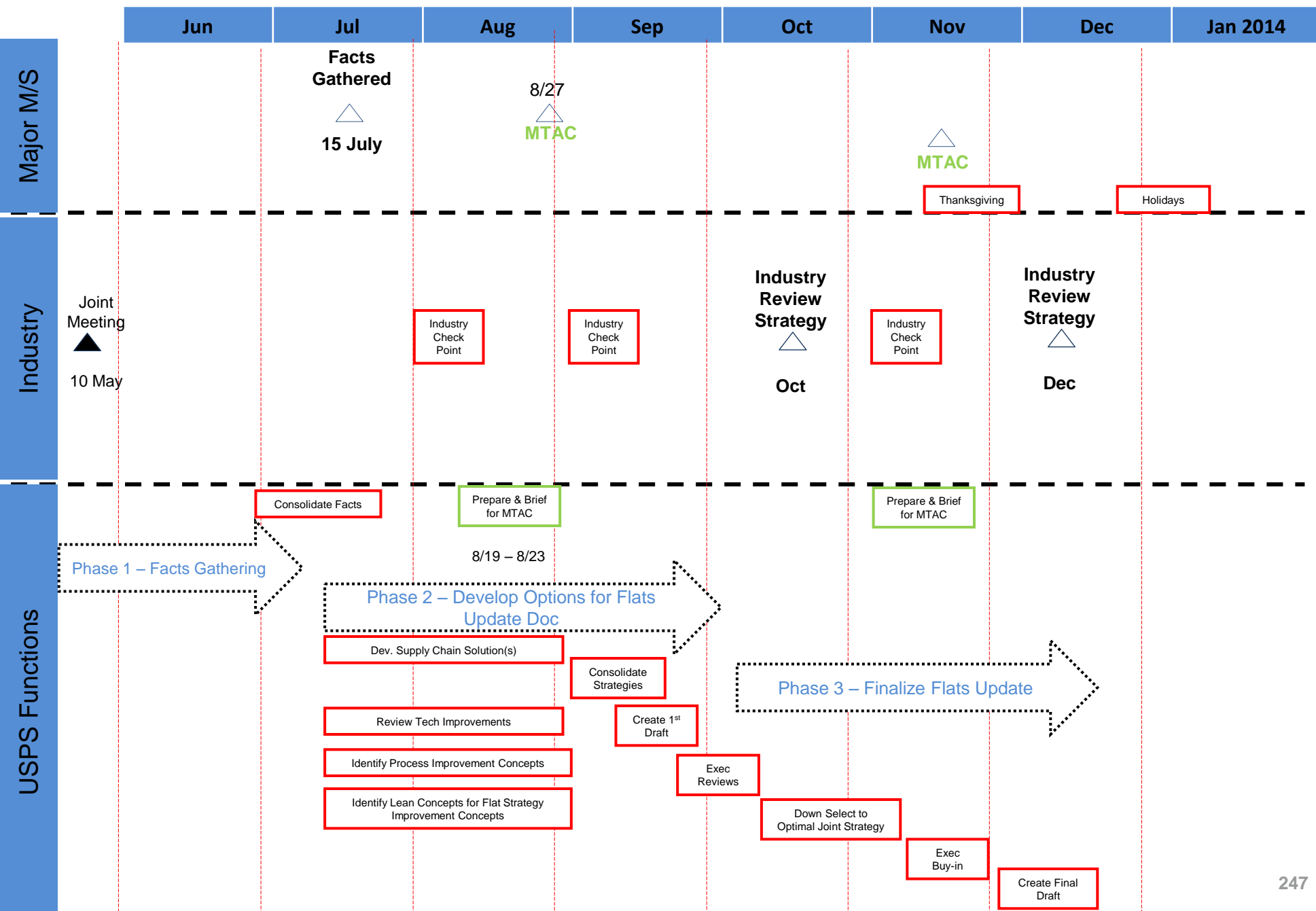




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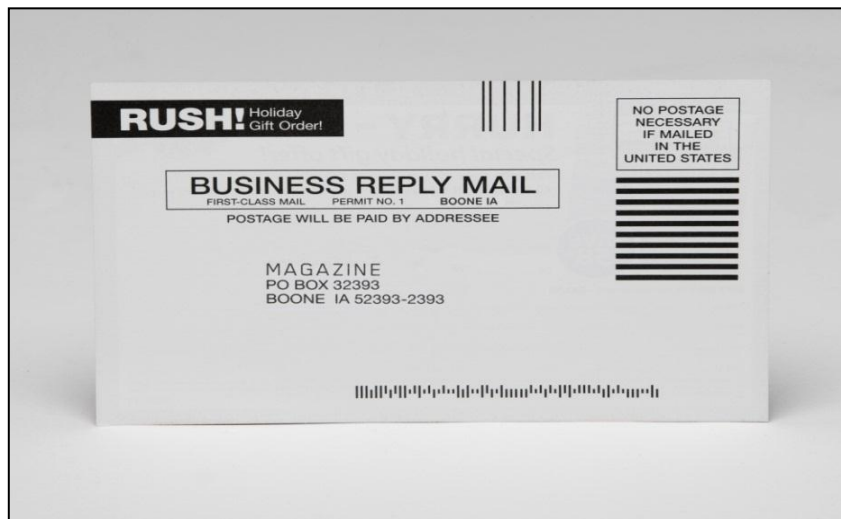
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Remittance Mail - Earned Value Initiative



Earned Value

- Registration Began: January 15, 2013
- Registration Ended: March 31, 2013
- Program Period: April 1 through June 30, 2013
- ***Awards Period: August 1 through August 31, 2013***



- **639** customers enrolled
- Approx. **533 million CRM and BRM pieces** were counted (April 1 – June 30); total credit: \$10.66 million
- 270 customers have agreed and credits have been issued
- 10 customers have issues, one resolved
- Working to get approvals from all customers
- CRM represented 89% of total number of pieces counted; BRM was 11% of total
- Top 10 customers:
 - CRM is 54% of total CRM promotion volume
 - BRM is 66% of total BRM promotion volume
- **Plan to offer Earned Value promotion again in 2014**

- **Current method uses CRID, MID, ID tag to identify unique pieces**
- **Scan data provided from IMVIS to Alt P system**
- **Business rules in Alt P provide counts**
- **UG 4 sub-group on Reply Mail is working this issue**
- **Provided overview of ID tag during initial meeting**
- **USPS will provide detailed overview at next meeting**
- **USPS will report out on possibilities and work with sub-group on developing any agreed to solutions**

Enables the redirection of time-sensitive payment mail addressed to one processing address to an alternate processing address

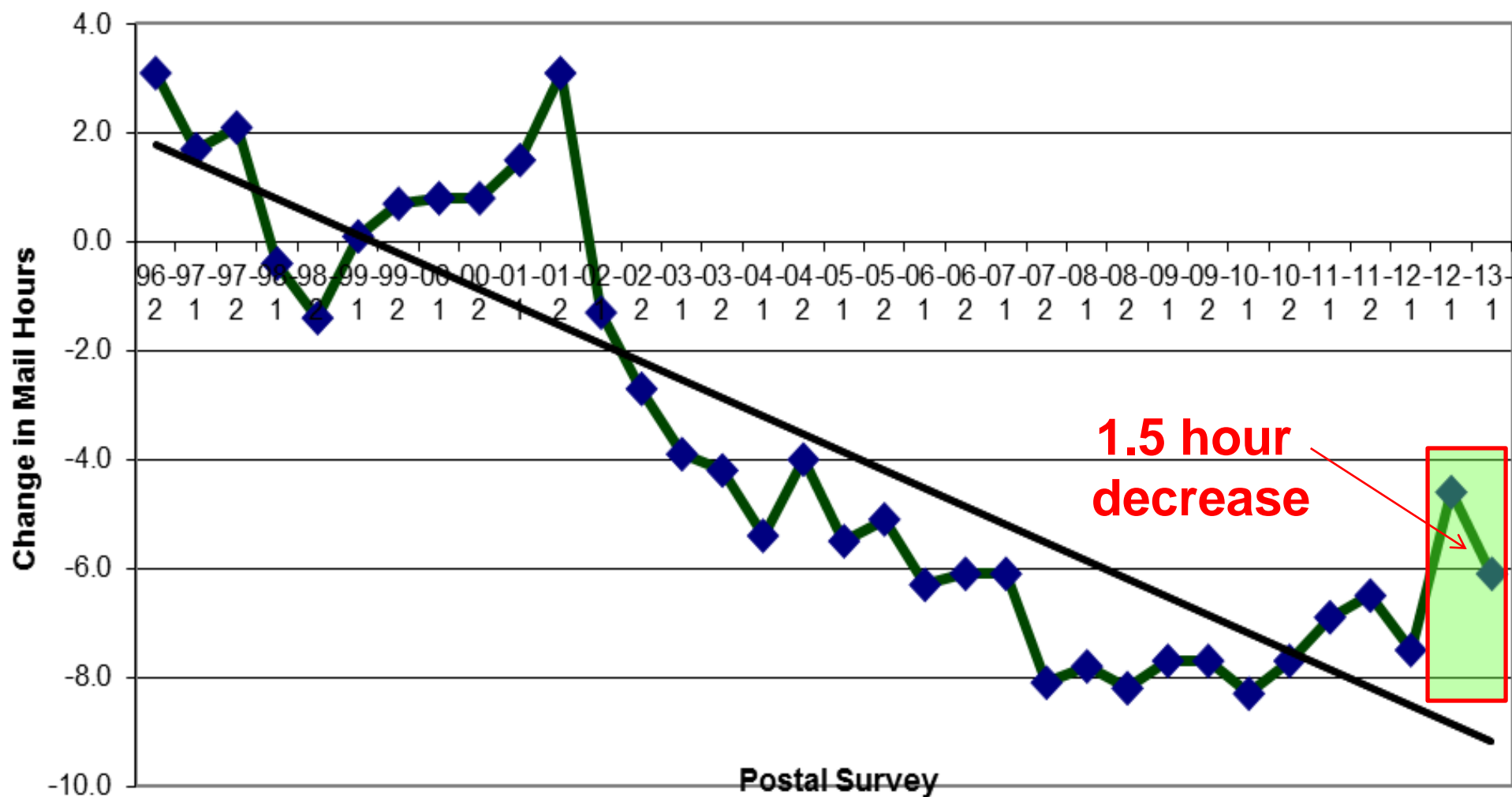
- **Service leverages sort plans to redirect mail to one or more facilities across the USPS network**
- **The redirection process is transparent to mailers of payment mail**
- **Redirection service can take place:**
 - **Temporarily where fast and dynamic redirection is needed**
 - **Permanently where reliable and efficient redirection is needed**
- **Successful Pilots:**
 - 1. Woburn=>Pittsburgh**
 - 2. Philly=>Newark**
 - 3. Atlanta => Dallas**

Next Steps:

- **Business Case completed**
- **USPS Senior Management approval is next**
- **PRC product filing**

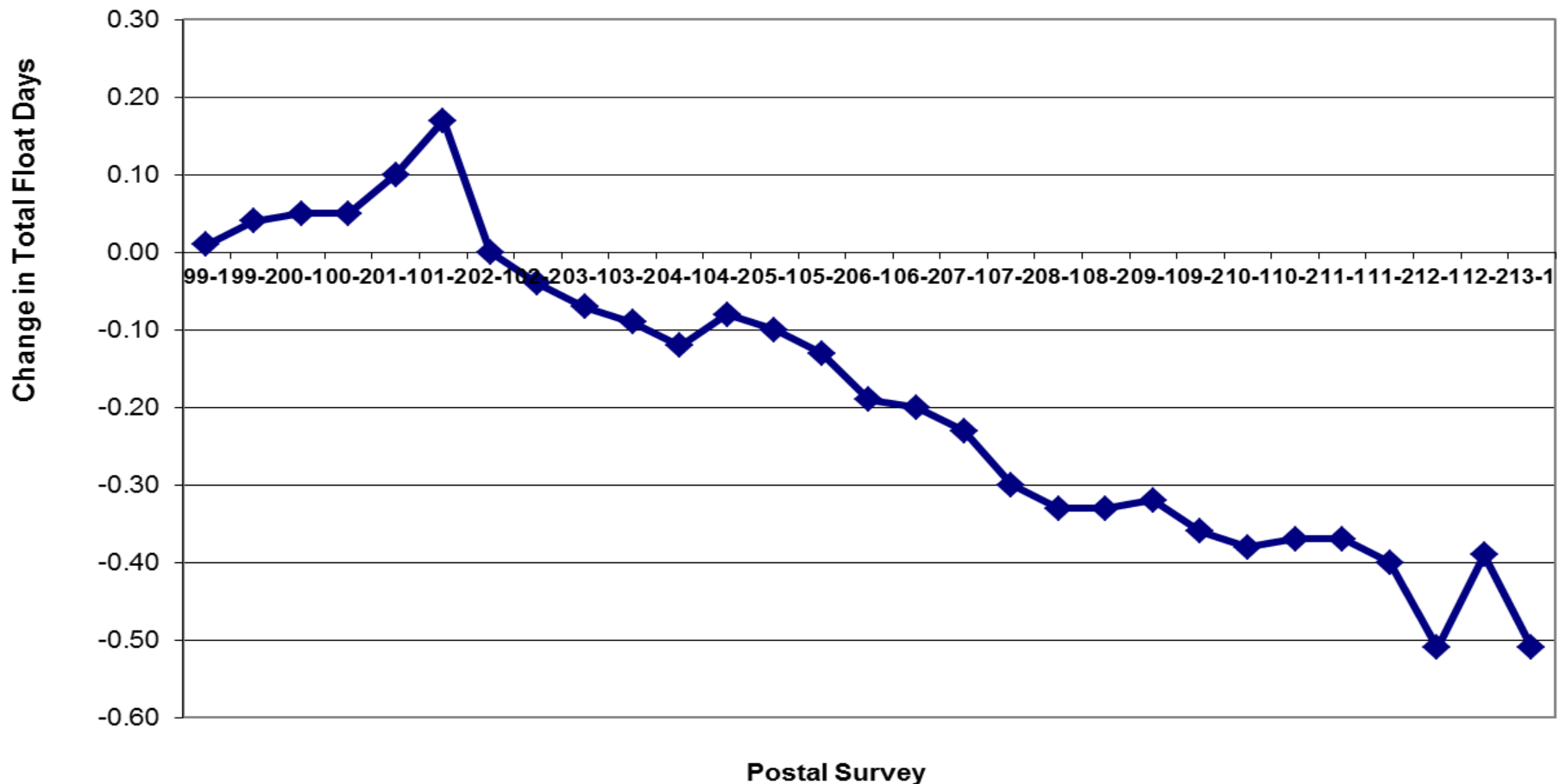
- Mail time decreased by **1.5** hours, despite an accelerated Network rationalization schedule
- 40% of participants experienced an average improvement of 5 hours
- 47 surveyed sites and 14 cities had better results than the last survey
- 1 sites experienced mail time increase in excess of 6 hours vs 7 sites last survey
- 3 most deteriorated cities last survey were the 3 most improved cities this survey

Trend of Average Site in Nationwide Hours Mail



PH Trend of Avg Site in Nationwide Total Float Days

Trend of Average Site in Nationwide Total Float Days



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	Complete	Partial	Not Started	Complete	Partial	Not Started	Complete	Partial	Not Started	
CM	3	0	0	5	0	0	6	0	0	14
EA	8	2	0	2	0	0	20	2	0	34
GL	4	0	0	4	0	0	6	0	0	14
NE	1	1	2	0	1	2	6	0	1	14
PA	0	1	0	1	0	0	3	0	0	5
SA	8	1	0	4	0	0	13	0	1	27
WE	23	1	1	9	0	2	3	0	0	39
Total	47	6	3	25	1	4	57	2	2	147

129 (87.8%) of 2013 Consolidations Completed

Progress to Date of FY13 Mail Moves Calendar

Area	Completed to date	August	September	October	December	TBD	Total
Capital Metro	34	0	0	0		0	34
Eastern	134	0	10	2		0	146
Great Lakes	72	0	0	0		0	72
Northeast	29	2	15	0		1	47
Pacific	16	0	0	0	1	0	17
Southern	145	0	4	0		0	149
Western	190	0	13	0		0	203
National Total	620	2	42	2	1	1	668

92.8% of Mail Moves Completed

Open Discussion